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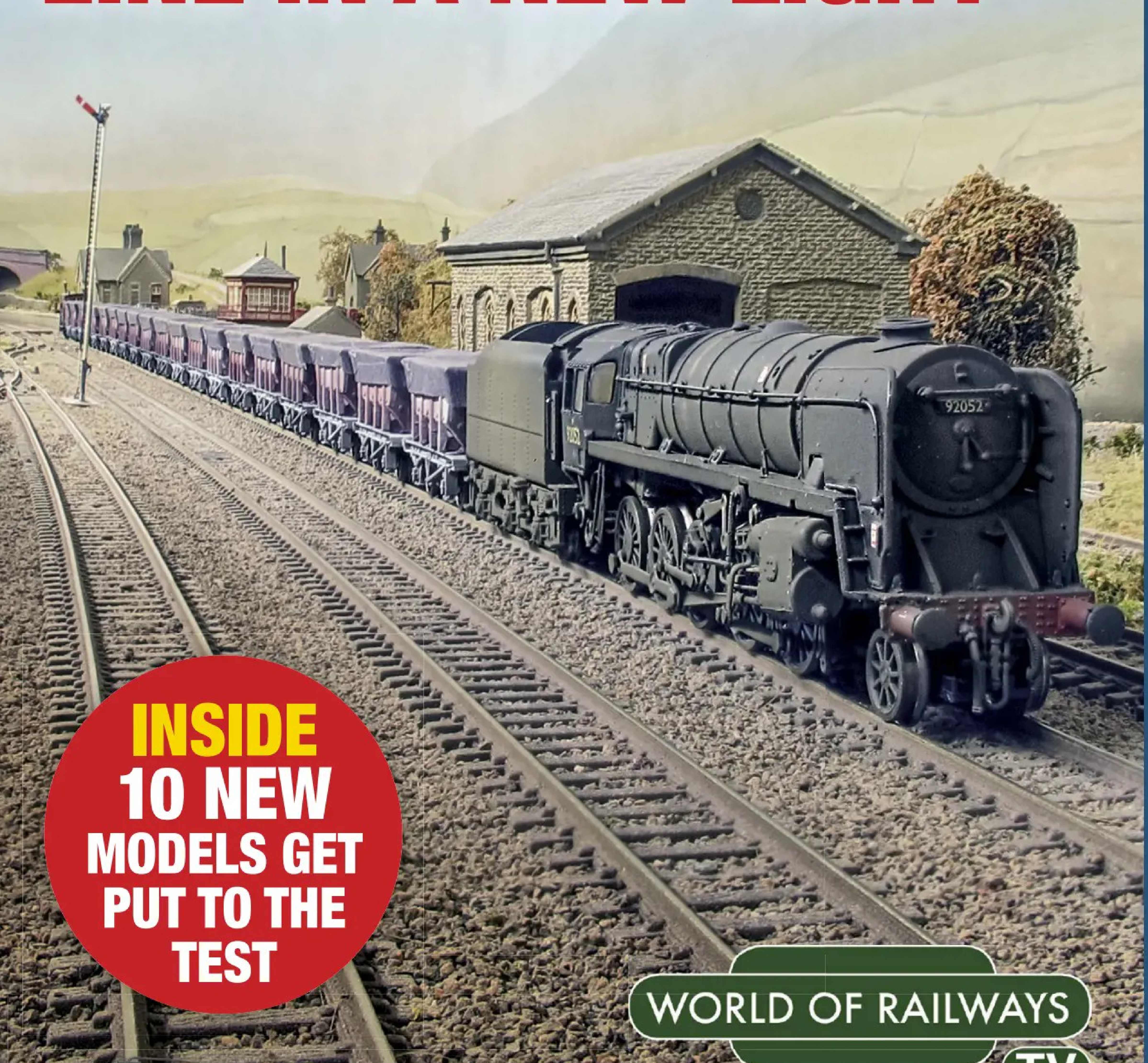

INSIDE
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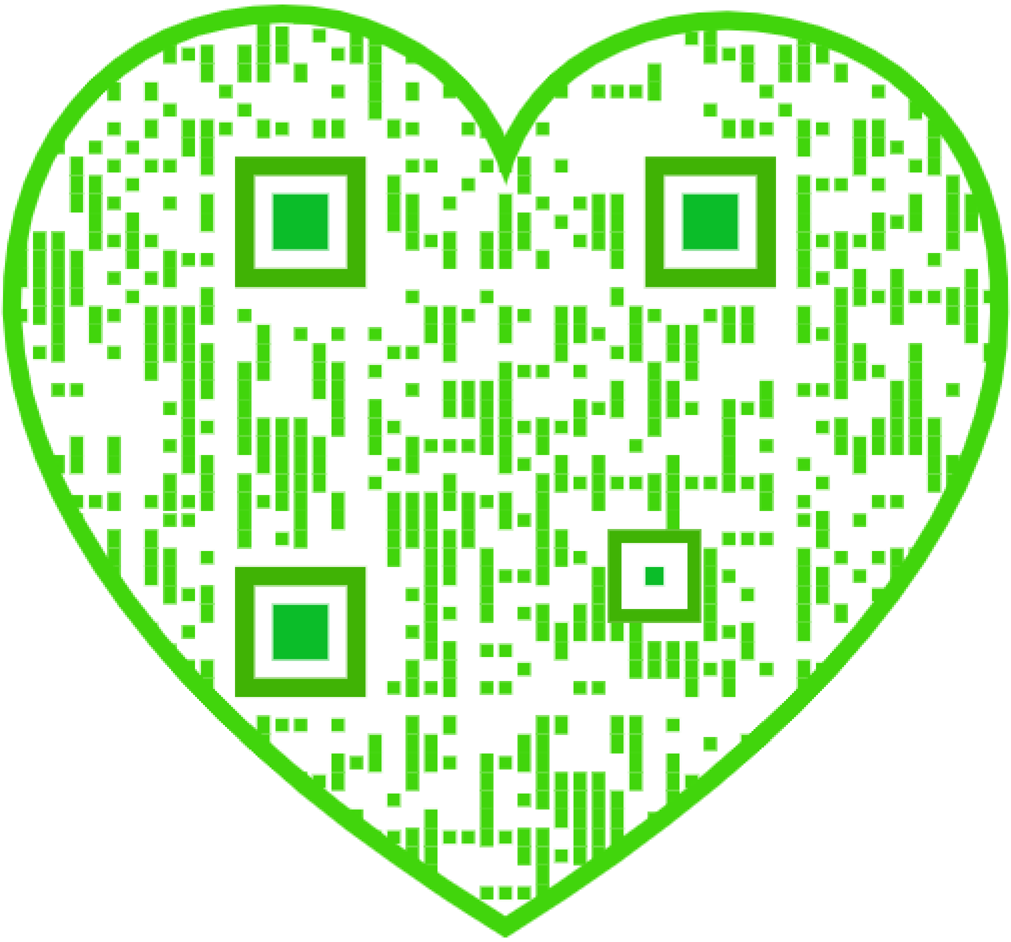

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Watching trains at the Festival of British Railway Modelling 2025

Missed our Doncaster exhibition this year? Phil Parker was out and about with his camera to capture some of the fine model railways at the exhibition this year.

PLAY

Track Cleaning with Phil Parker

We all rely on clean track to power our locomotives, but how can the dirt be kept at bay? Phil looks at some options for modellers.

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New ‘Steaming’ P2 and W1 locos put to the test!

Hornby’s latest ‘Steaming’ P2 2002 Earl Marischal and Original W1 10000 are put to the test on Gilbert Barnatt’s fantastic ‘Peterborough North’ layout.

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INSIDE SPRING BRM

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p46 Build a track cleaning wagon in O
p48 Altering Hornby's 9F
p52 Build a Dapol Brake Van
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p62 Weathering a Dapol Hawthorn Leslie

REGULARS

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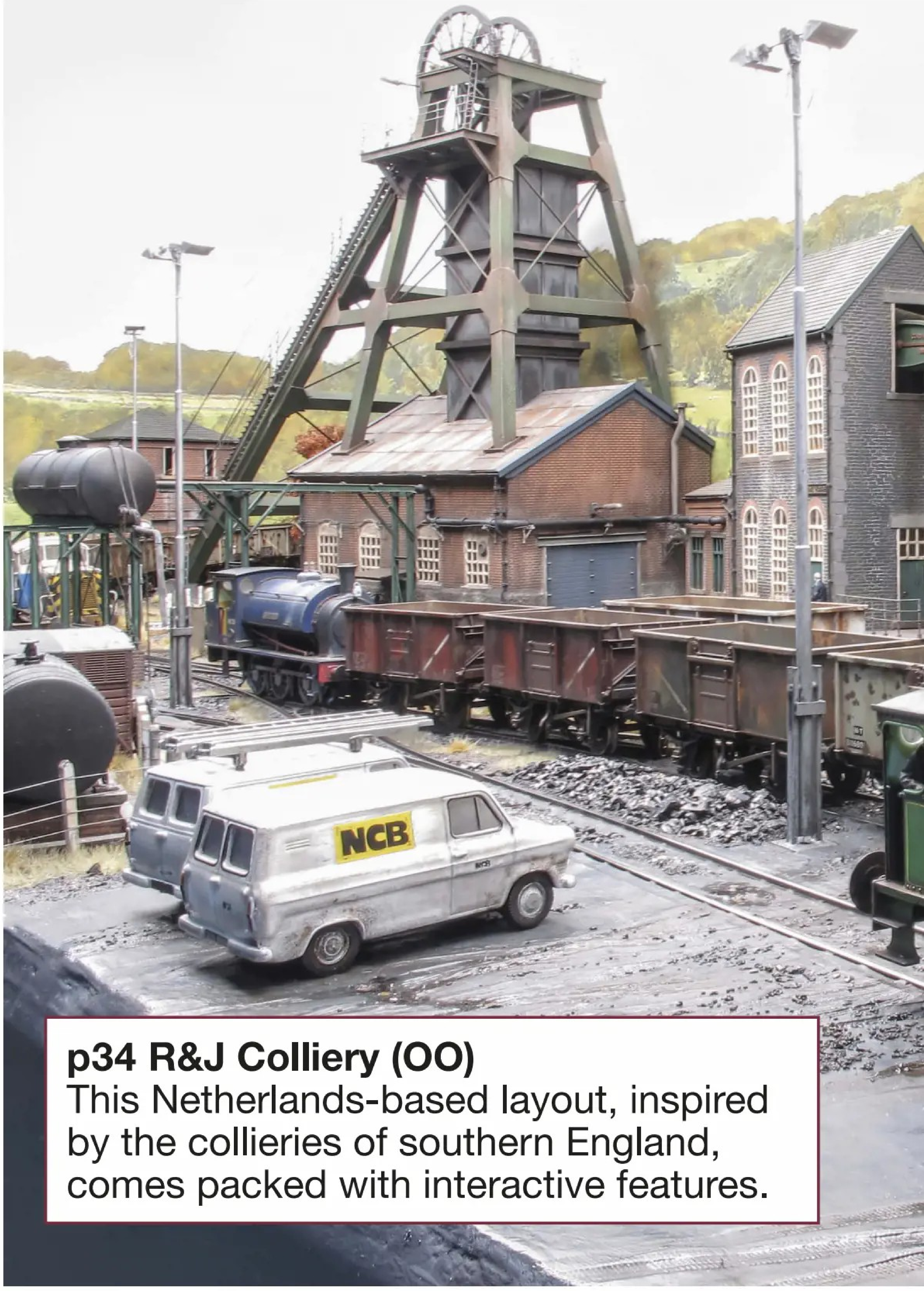
INSPIRING LAYOUTS



p34 R&J Colliery (OO)
This Netherlands-based layout, inspired by the collieries of southern England, comes packed with interactive features.

p20 Horton (N)
Admiration of the Midland Railway led this group to create this inspiring layout, depicting the end of this infamous section of the line.

p92 Books Bridge (O-16.5)
Set in the early Edwardian period, this compact scene is based on the Kinver Edge Light Railway in the throes of electrification.

TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS
TRACTION
THE SURVIVORS
Diesels at Doncaster in the 1980s
ALSO INSIDE:
EE Type 1s
Petroleum Terminals
Nantwich

p84

p68 The rise and fall of petroleum terminals
p78 Diesels at Doncaster in the 1980s
p84 Nantwich: exploring the line between Crewe and Shrewsbury
p86 Versatile Type 1s

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p124

p115 Peco 7-plank open wagons
p116 Bachmann HSDT
p118 Accurascale Ruston 88DS
p120 Accurascale Mk.2c coaches
p122 Accurascale 16T mineral wagons
p124 Accurascale 16T BSC scrap wagons
p125 Hornby Class 66
p126 Hornby Observation Car
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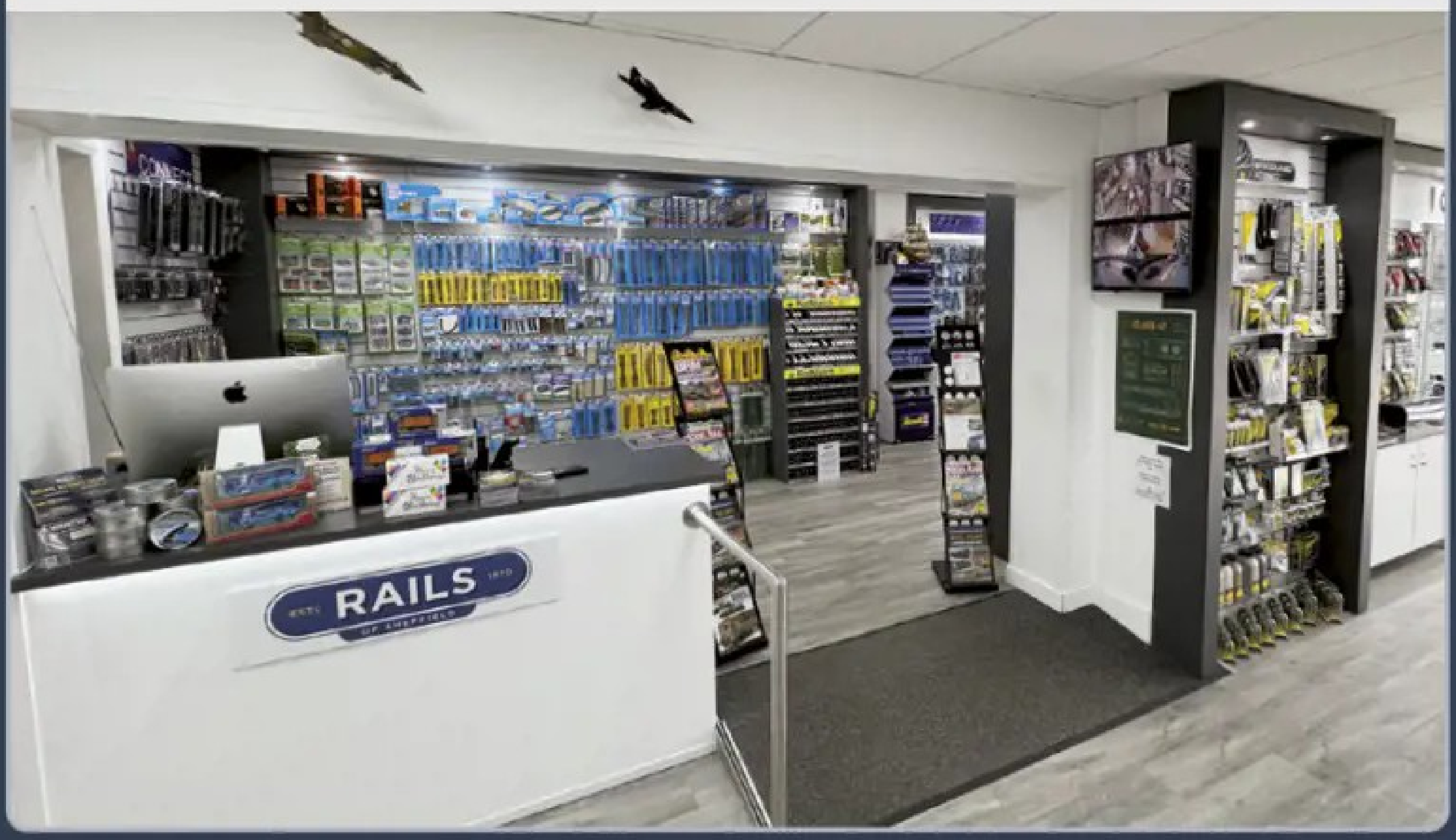

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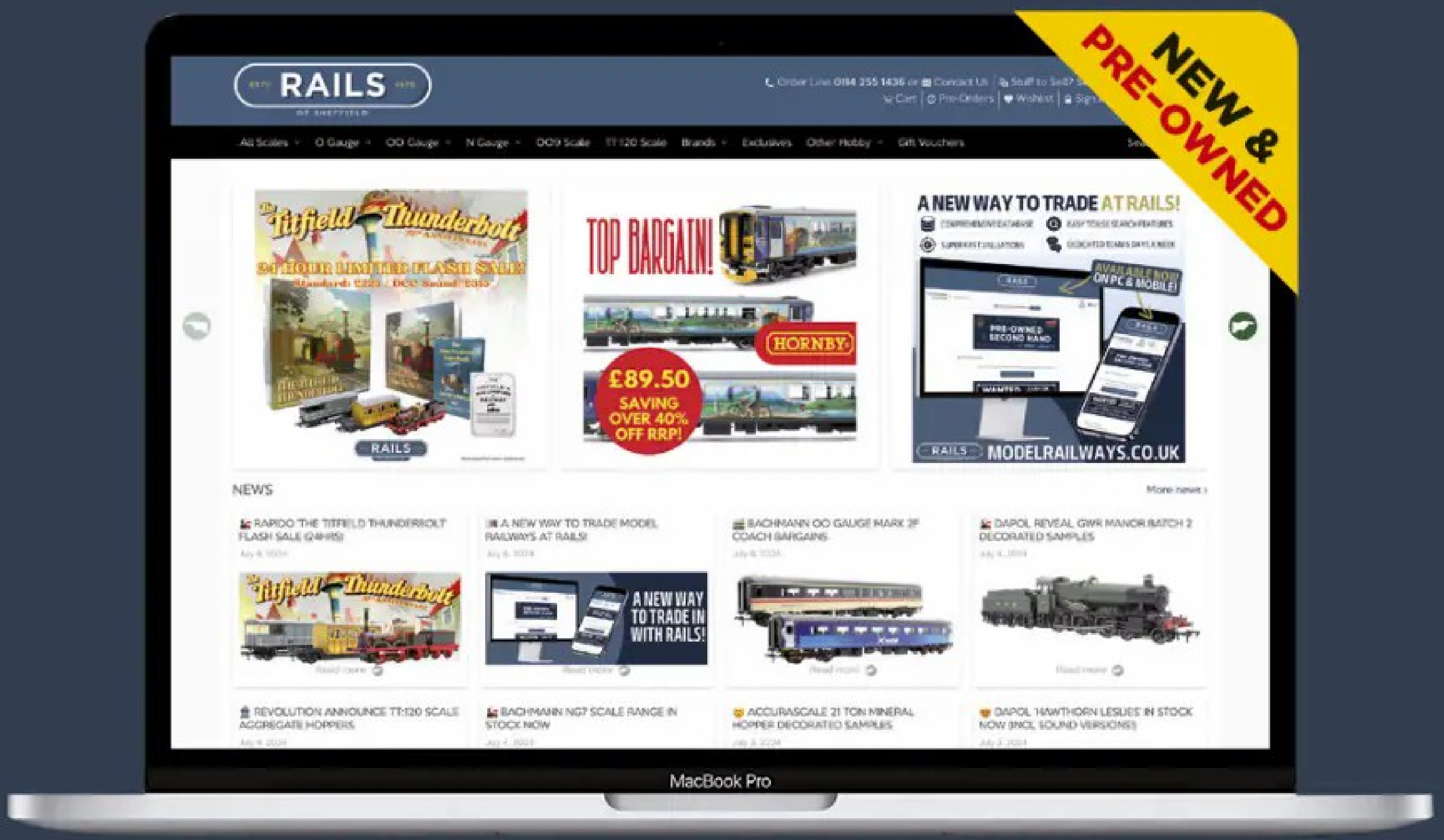

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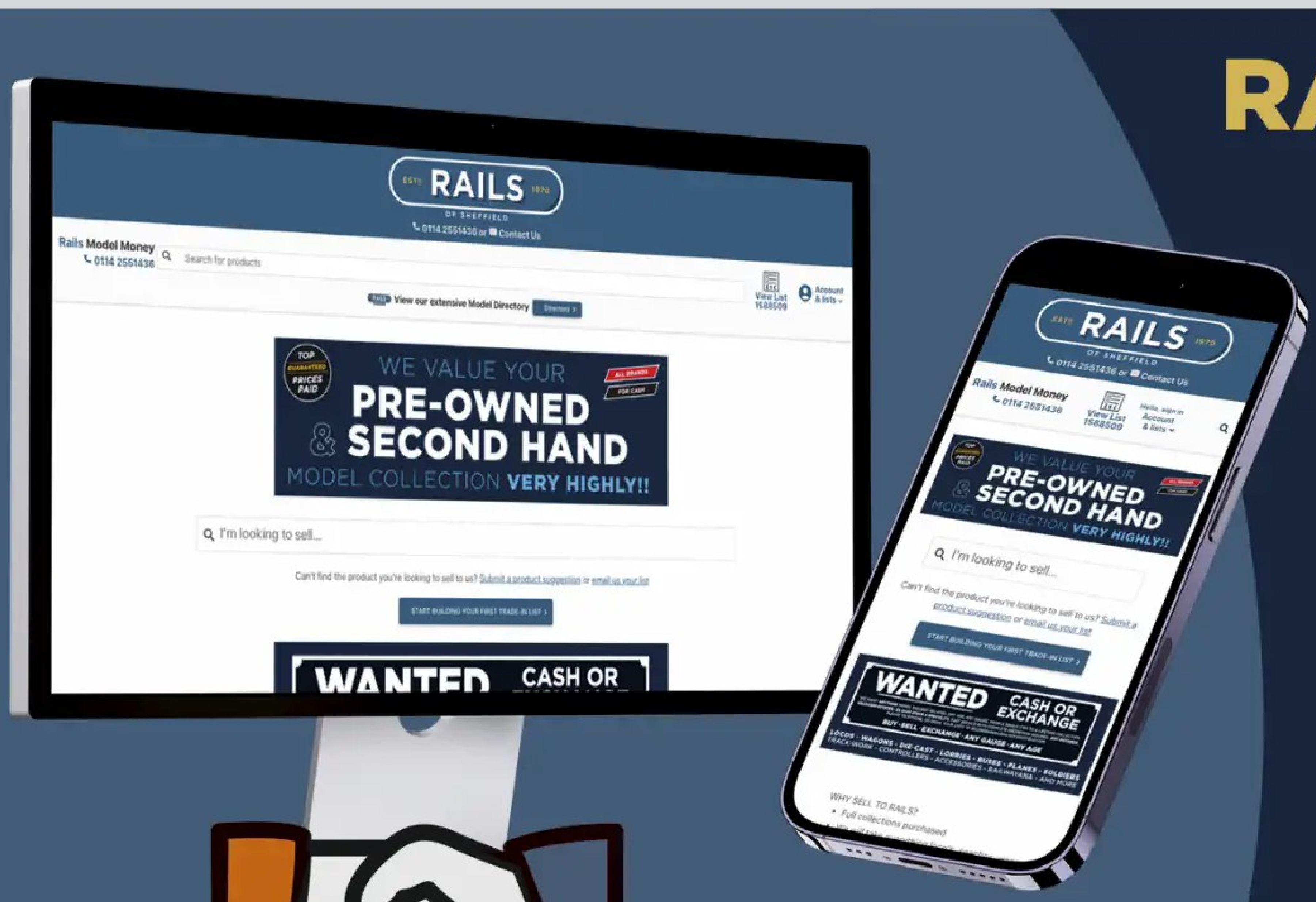
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Thank you.

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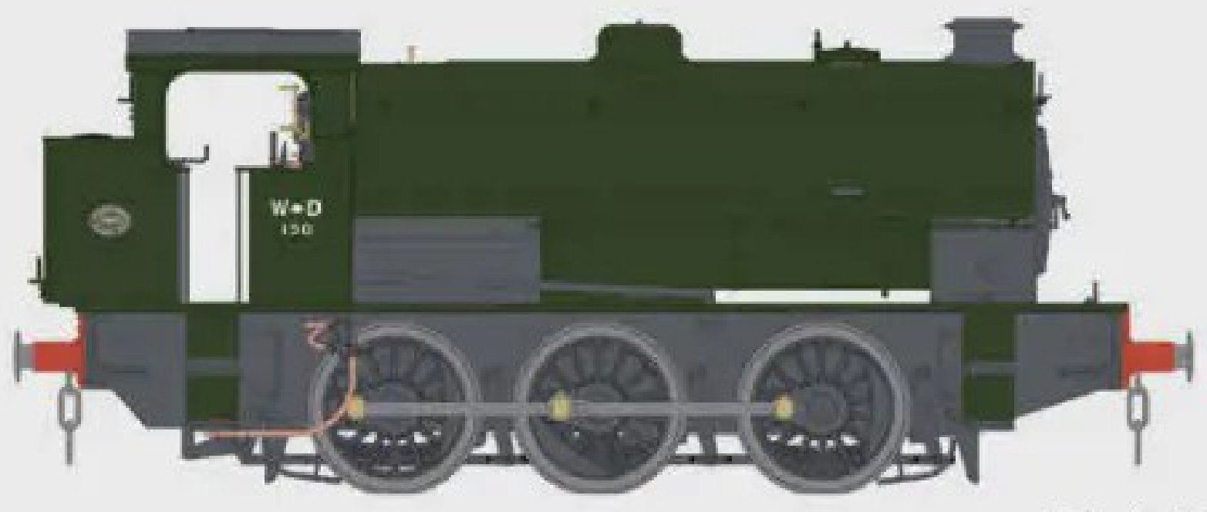
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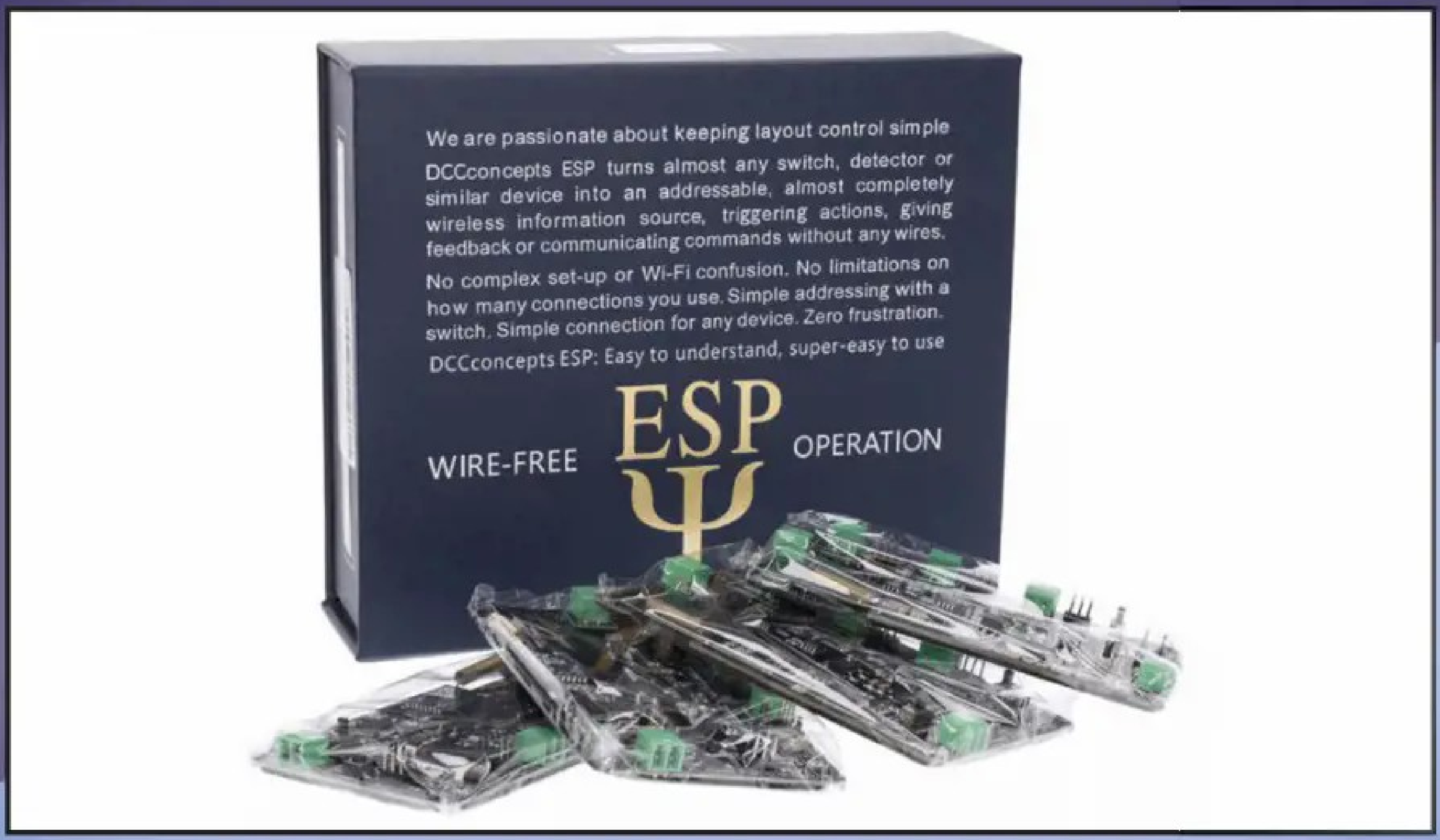
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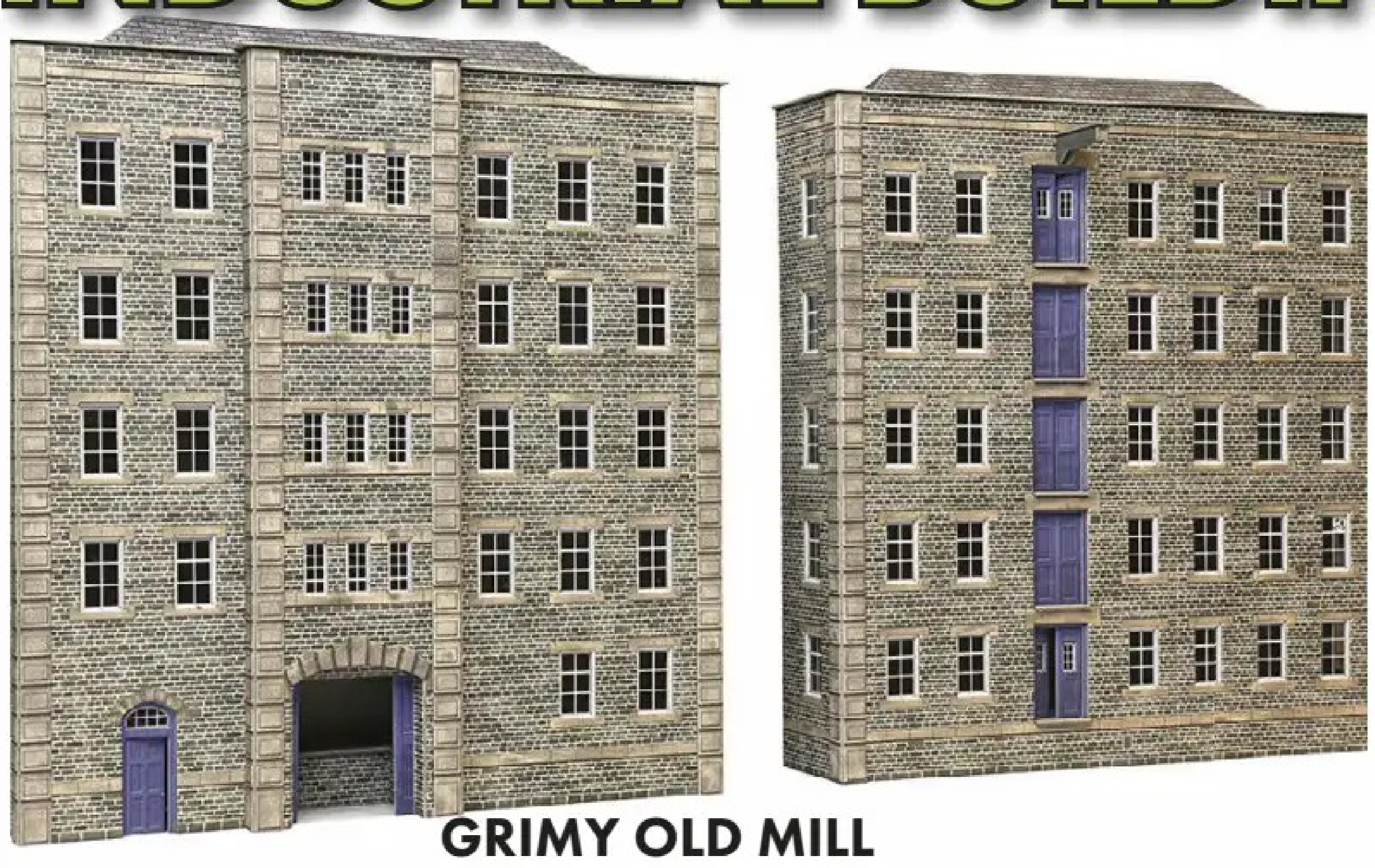

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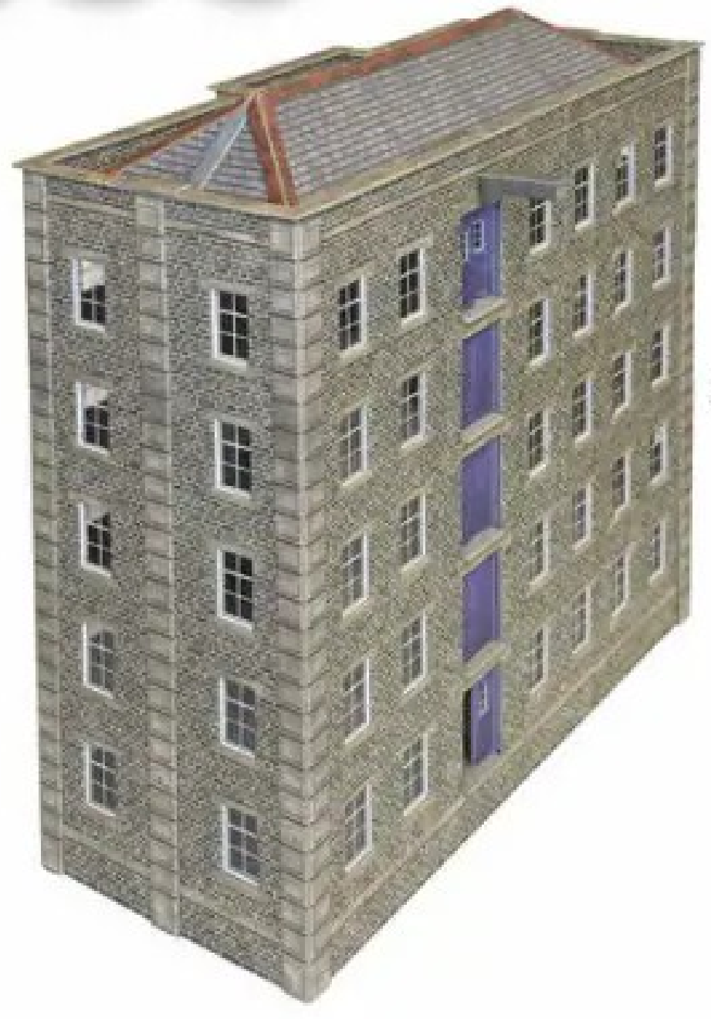

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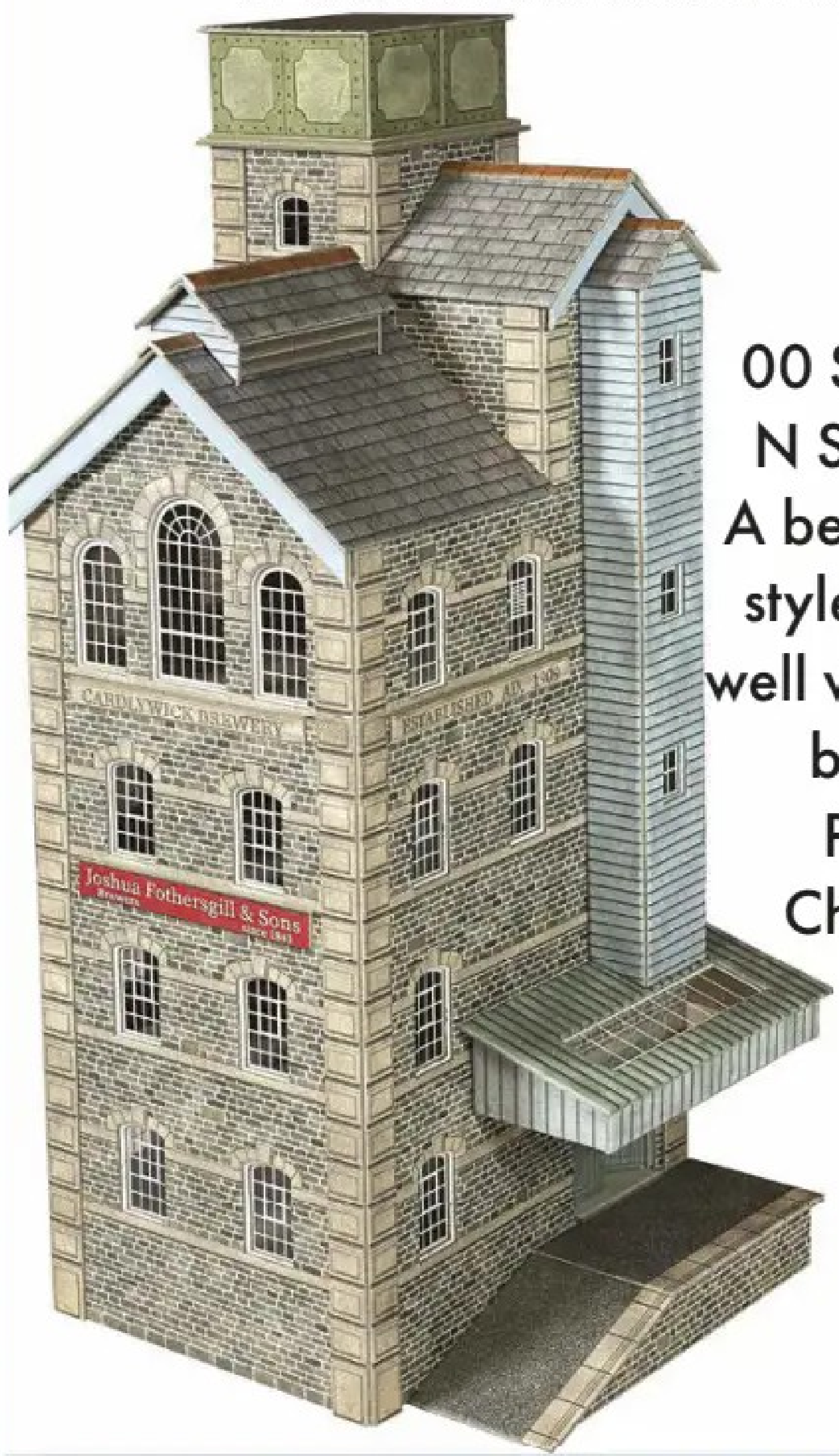

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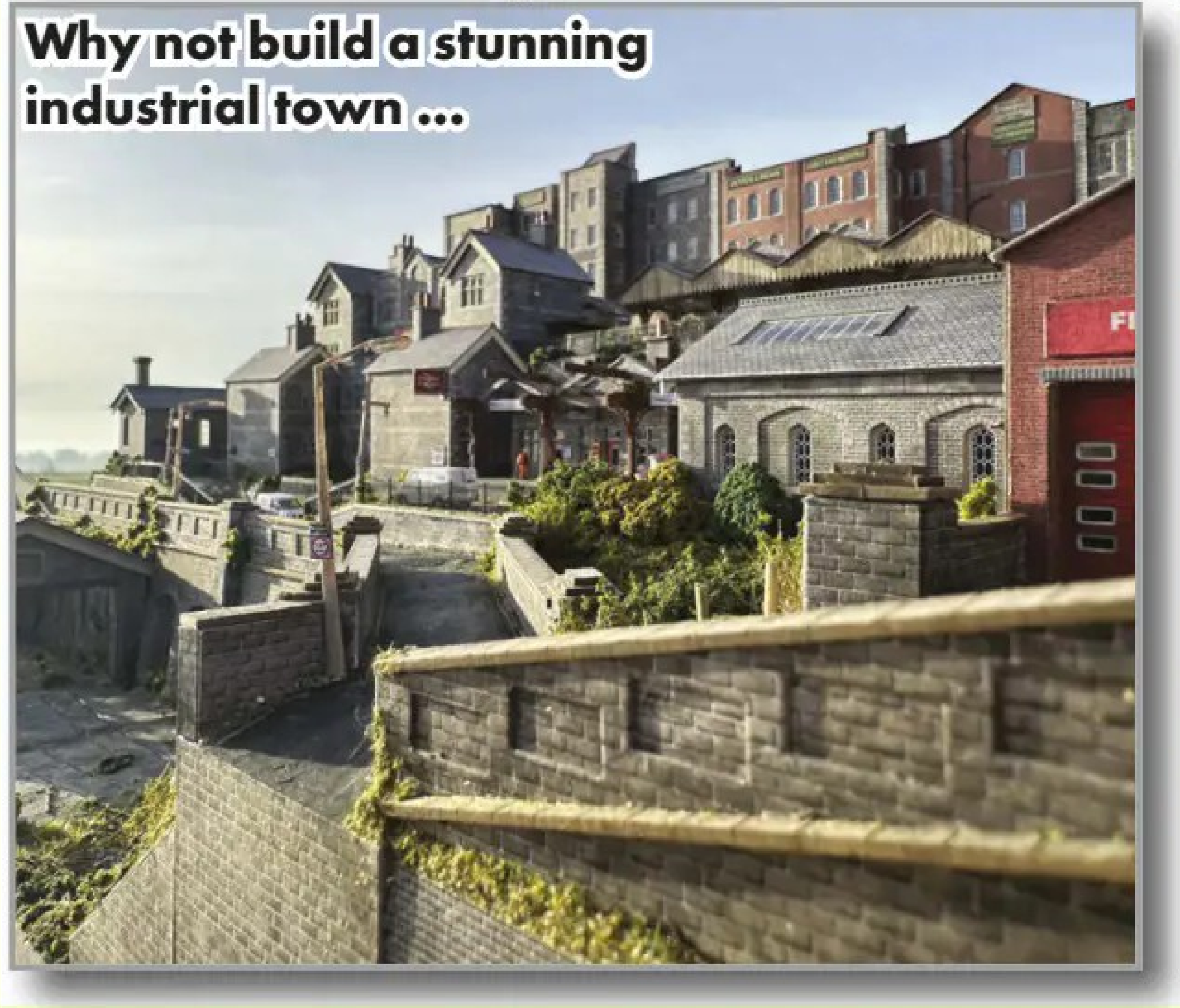
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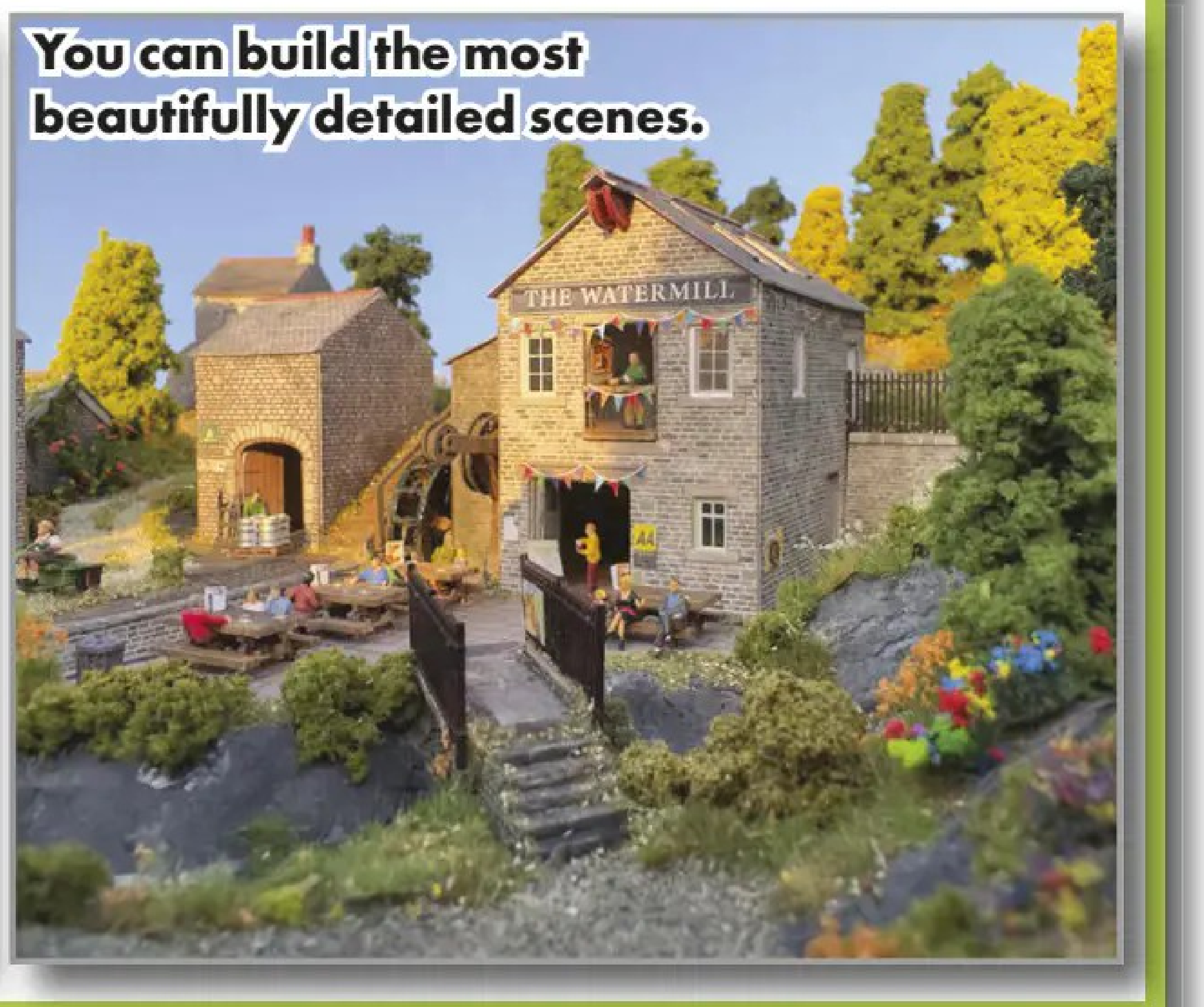

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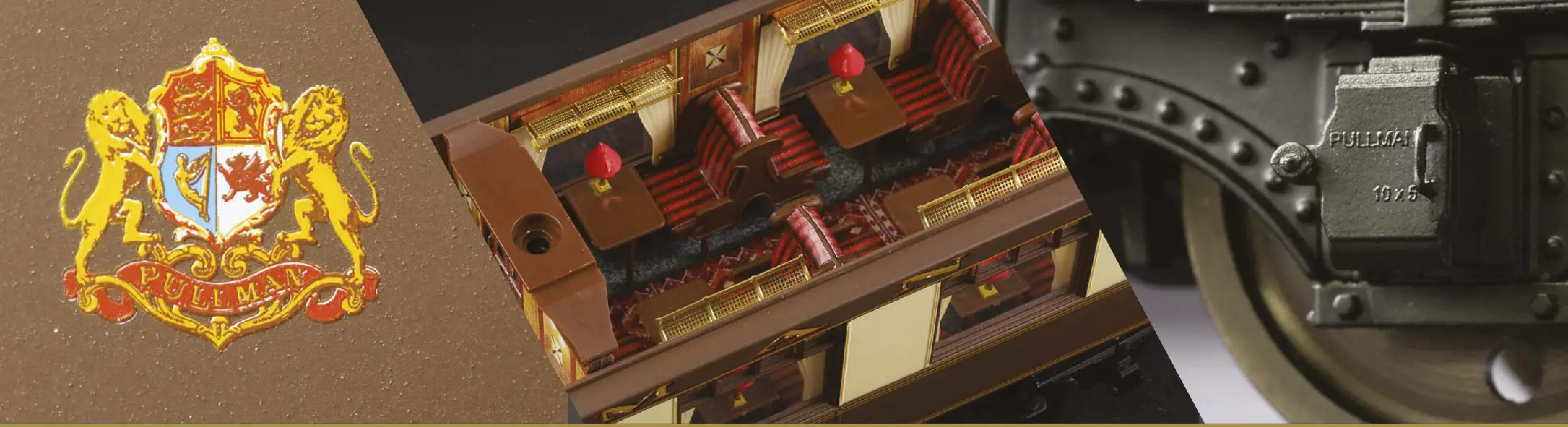

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THE LONG DRAG

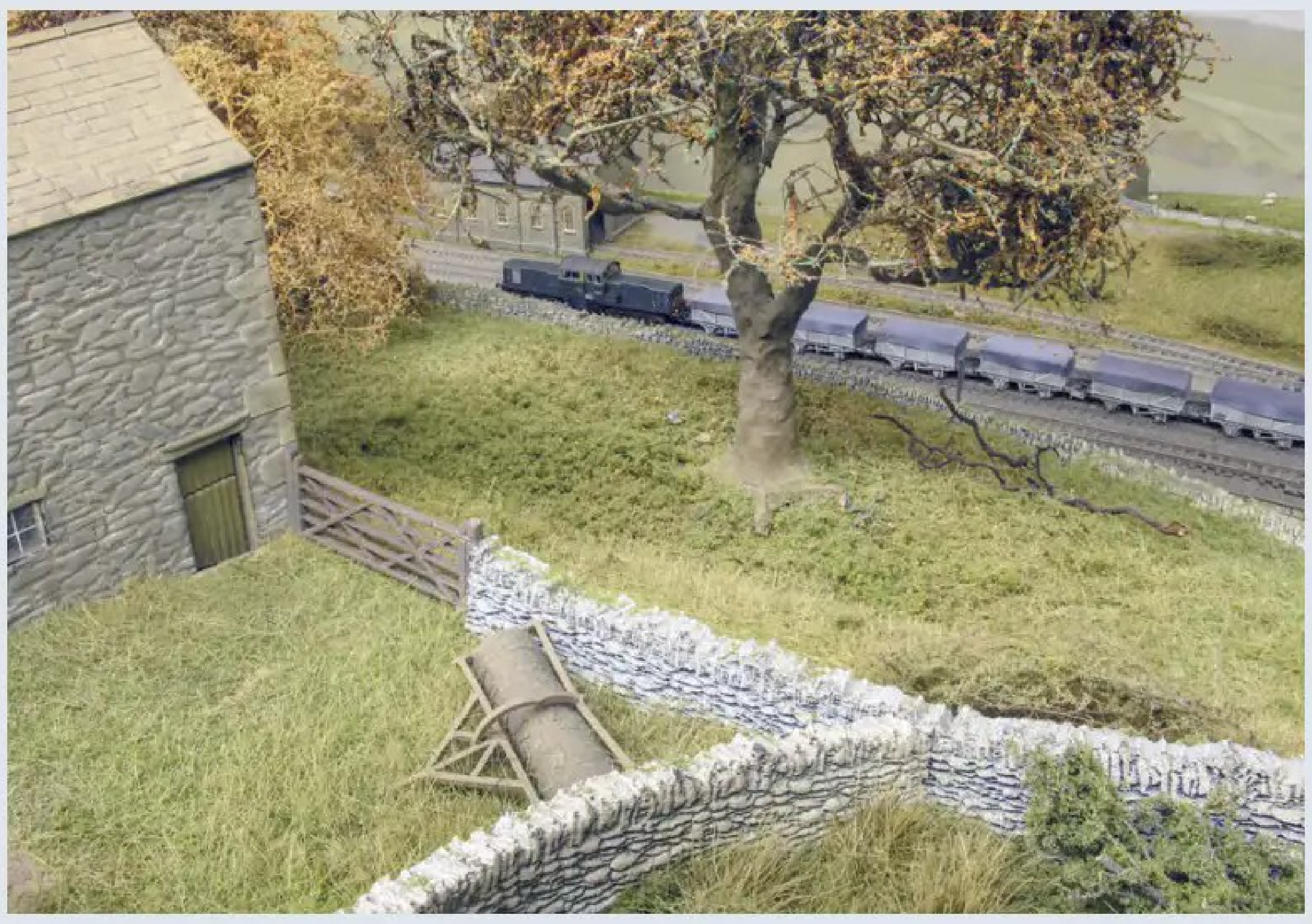
Admiration for those behind the making of the Midland Railway led this group to create this inspiring layout, which depicts the beginning of the end of this infamous section of the line.

Words: Andrew McDonald **Photography:** Phil Parker

FACTFILE

LAYOUT NAME: Horton
SCALE/GAUGE: 2mm:1ft/ 9mm/N
SIZE: 11ft 8in x 3.9ft
ERA: 1964-67
REGION: Settle & Carlisle
LAYOUT TYPE: Continuous Run

On an early autumn afternoon, a Carlisle-based 9F, 92052 coasts down the Long Drag with the afternoon-loaded Anhydryte train from Long Meg in the Eden Valley, bound for the Chemical Triangle (Widnes, Runcorn and Ellesmere Port). These trains were frequently photographed and were a major revenue earner for BR, who had a new fleet of wagons built for this traffic.



TOP RIGHT: A Class 25 has the duty of shepherding the district engineers around on an inspection tour after a call for luncheon in the sidings at Horton, no doubt.

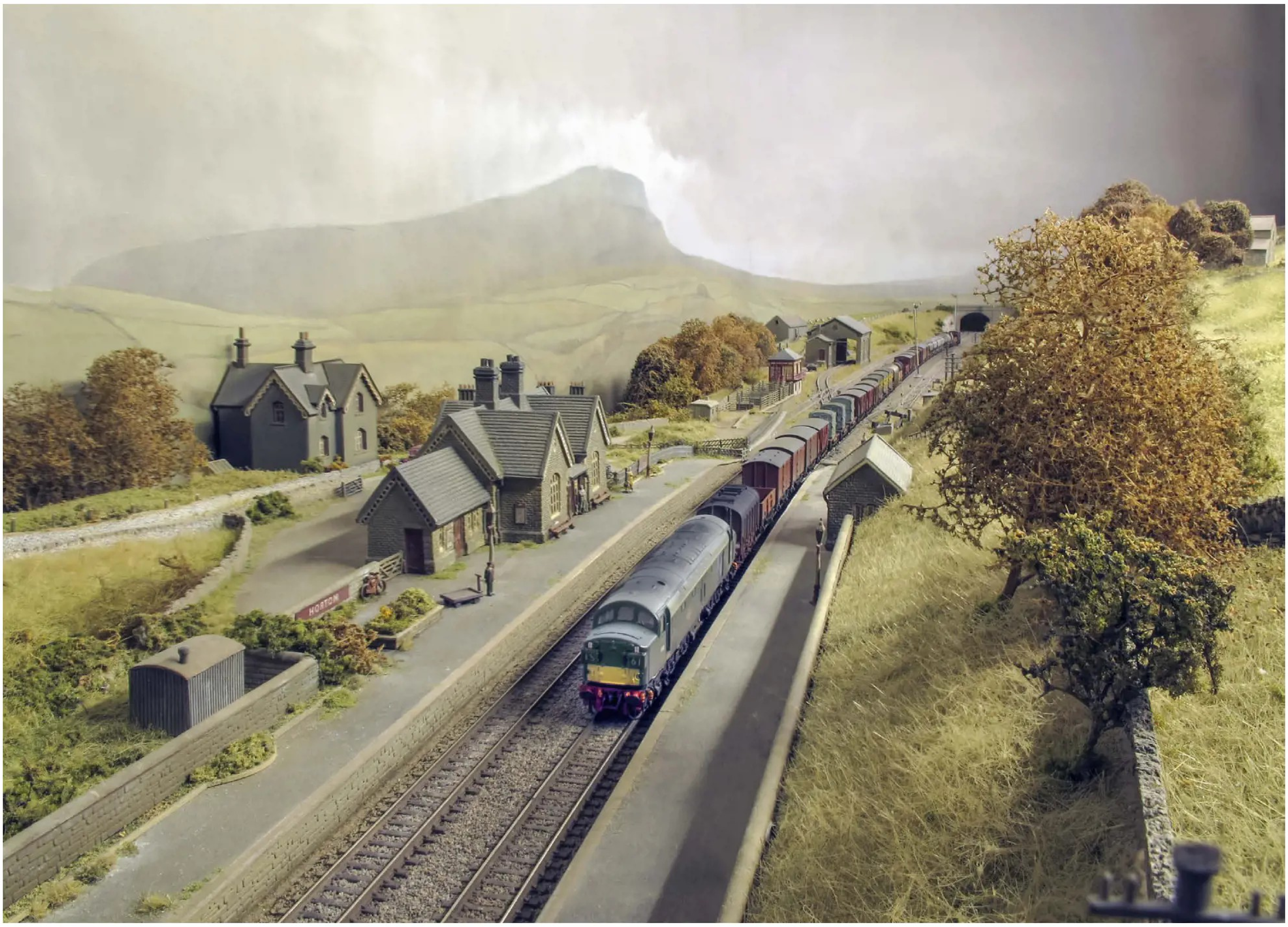
MIDDLE RIGHT: A Carlisle-based Class 17 Clayton heads up the Long Drag with the daily pickup freight bound for the bright lights of Carlisle and home for the crew.

BOTTOM: A Standard 4 from Skipton shed drifts down through Horton with a down engineers' train heading home, with the crew looking forward to a pint or two of Timothy Taylor's Landlord.

The layout concept came about from discussions with Richard Stott, who is my partner in crime. Many years ago, I had been to a model railway exhibition almost by accident and seen the model of 'Chiltern Green and Luton Hoo' in N gauge (the Hoo bit was 2mm FS), which greatly impressed me as it was a railway in a landscape rather than a train set, which was as far as my own aspirations had got in my early youth before giving up the hobby. Richard had moved close to us and we had started discussing railways and railway photography over a glass or two. He was aware of 'Chiltern Green and Luton Hoo' and asked if I had seen 'Chee Tor', a model in the same vein, which I had then not seen but made a point of doing so.

In the meantime, I had got permission from my wife Libby to use a spare room for a potential model railway. I was very aware that I did not have the skill set to achieve the models I so admired or indeed time, and initially went down the route of a professional model maker, which, to be honest, proved to be an expensive waste of time. On hearing of this, Richard rashly said he would do it, as long as he only had to work on scenery, as other parts of the modelling world are not his forte.

> “...it had to be autumn with the russet colour mirroring the rusty and rundown locomotives and indeed the actual railway, which was getting into a near terminal decline...”



Project management

My day job is scale 1 to1 construction, which I have worked at a senior level for the majority of my life, and I know a bit about project management on some very large projects over the years. When Richard rashly said he would do it, I went into project management mode, taking away from him bits he was uncomfortable doing and finding specialists in these fields to do the work.

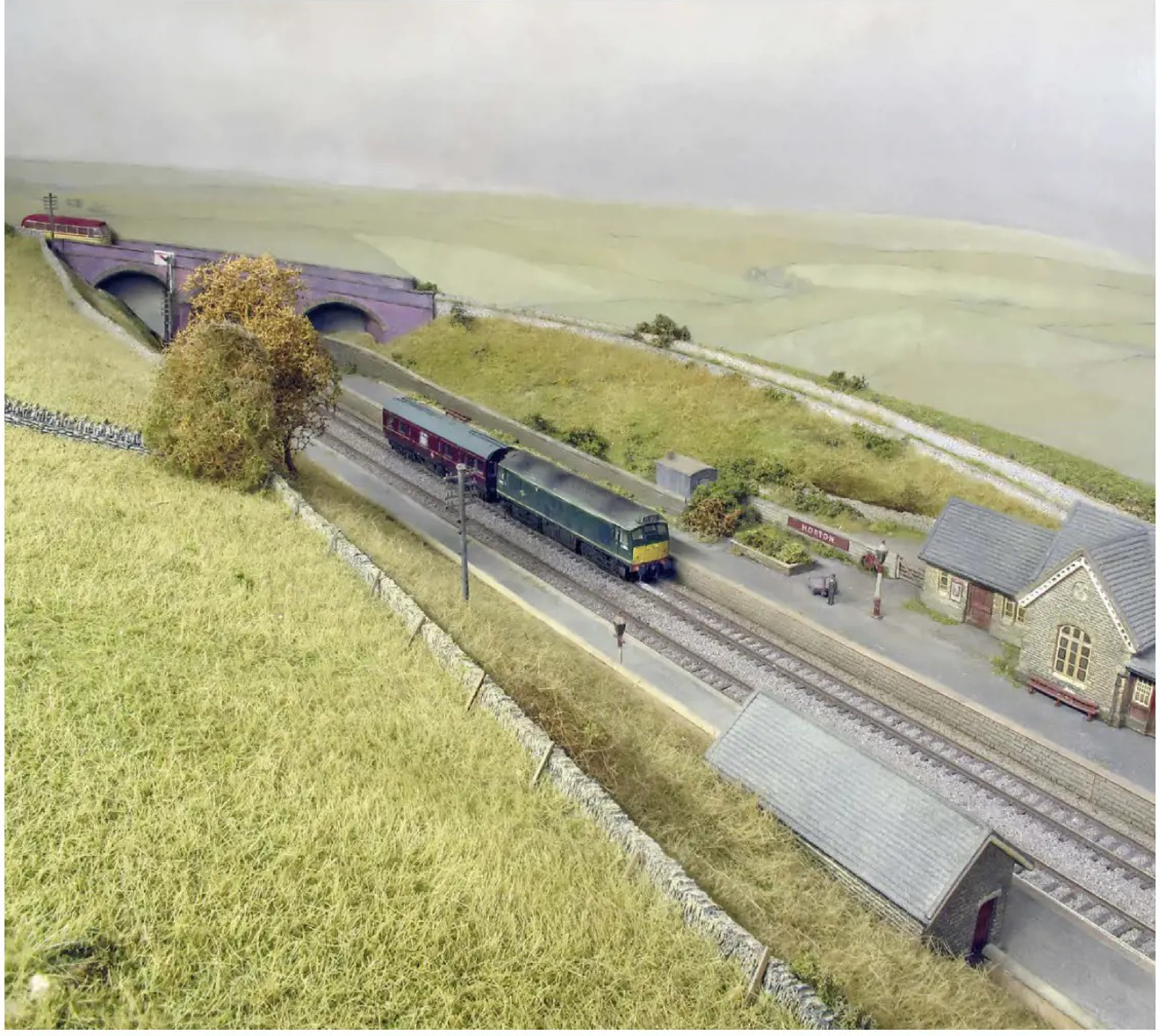
The choice of location came about partly because I have always liked the Settle & Carlisle line and spend time up there doing my other hobbies (shooting and fishing), so felt a connection, plus I liked the 'bloody mindedness' of the Midland Railway who conceived it, and indeed the skill and tenacity of the navvies and engineers who built and designed it.

So, we had a location roughly with the fine-tuning coming down in part to discussions on location. I wanted to do Horton in Ribblesdale as built, but even in N gauge, we had to make compromises hence 'Horton' rather than the full name in the end product. Then came a discussion as to time and era of the build and I, and indeed Richard, like the transition period as I remember it in reality as a young child, and Richard likes the mixture of steam and diesel. So, we chose 1964-67, which would mean yellow stripes on some locomotives to denote that they were not to be operated south of Crew underneath the new overhead electric power supply.

ABOVE: A Class 40 from Crew digs in on the climb through Horton as she high balls a fully fitted timed freight, as the American Rail roaders would say, through Horton climbing hard for Blea Moor heading for the Kingmoor Yard complex at Carlisle.

MIDDLE LEFT: The station master's wife is busy scrubbing the front steps and no doubt adding the little white edging, which was so reminiscent of that time, and woe betide a tardy husband who got mud on them from "The railway" as my grandmother referred to my grandfather's place of employment.

BOTTOM LEFT: A bucolic rural idle with the Swaldale sheep taking little notice of the northbound blue Clayton Class 17 growling up the Long Drag on a light freight working to Carlisle.



ABOVE: The engineers arrive in Horton, maybe to inspect the flowerbeds for which the actual Horton in Ribblesdale was famous for under station master Taylor, who has since left for the bright lights at Settle, so the gardens went to seed in the 1960s, but the FoSCL have now rejuvenated them.

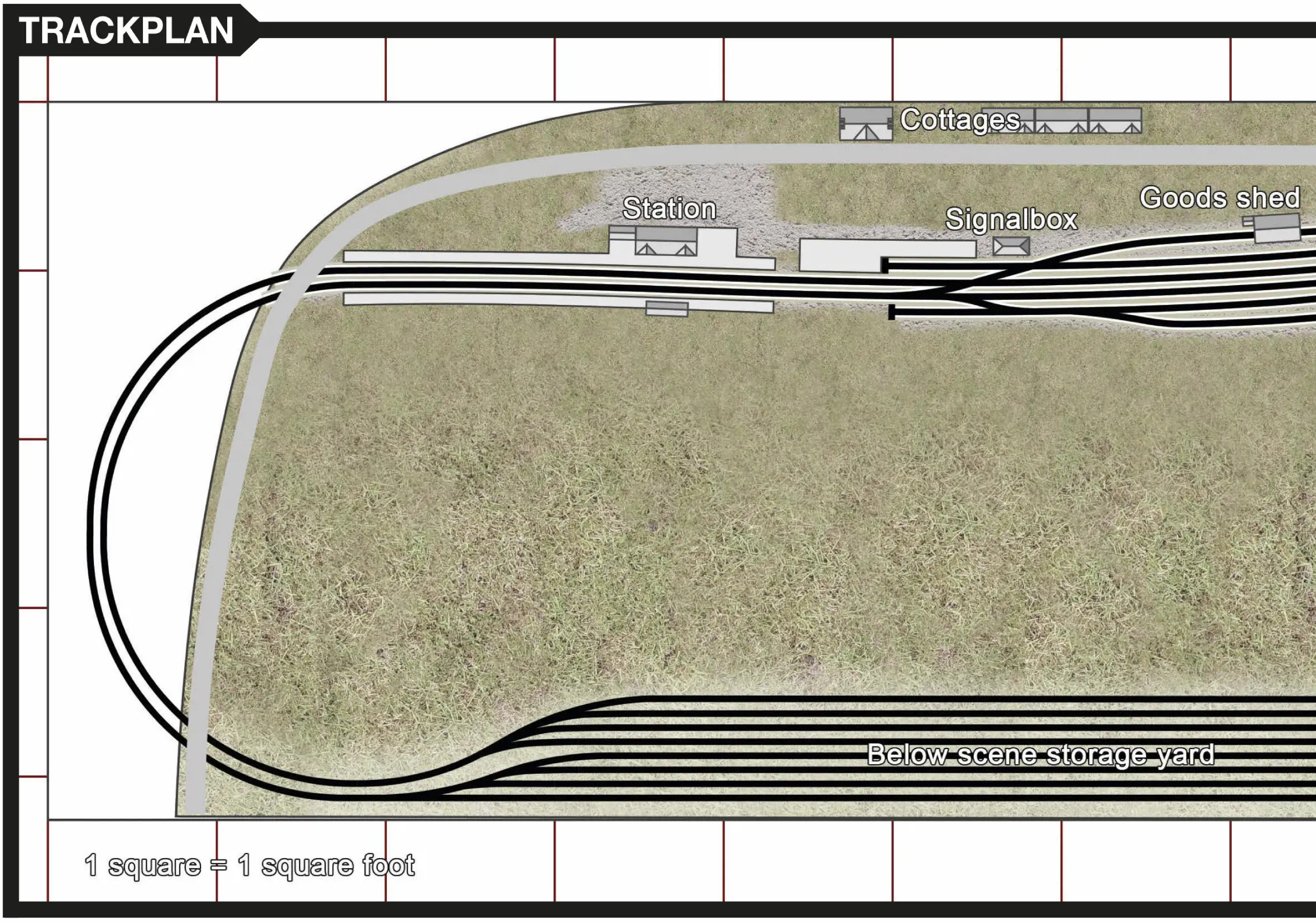
Incidentally, that yellow stripe was the first thing I remember about a steam engine. I was taken to meet my grandfather, who was driving a Jubilee, *Bihar & Orissa*, at Huddersfield station when I was about five! Hence, the stripe, though hated by photographers, was very prototypical in the North of England and at least gave me a family connection.

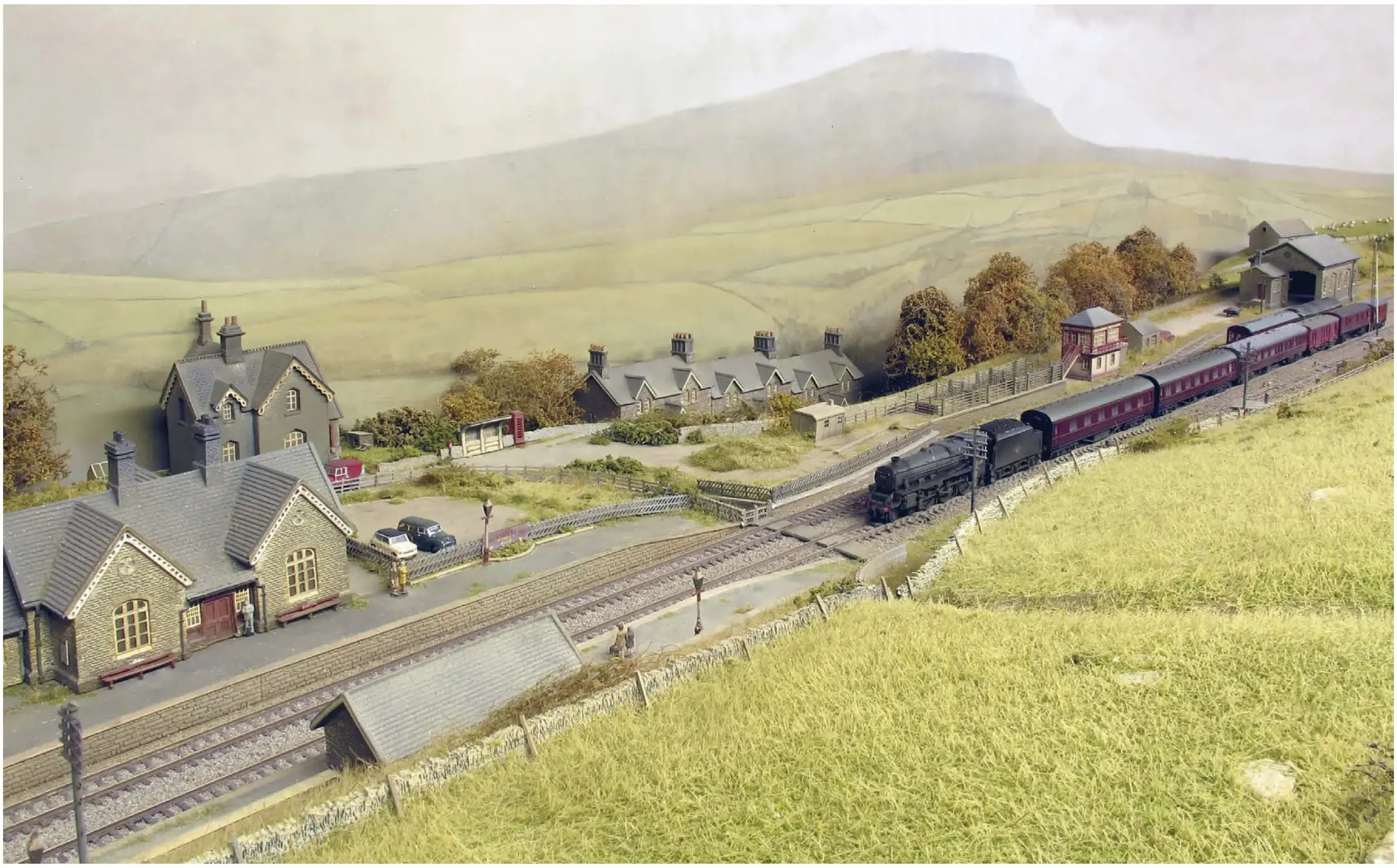
Lastly, there was the season to choose and it was a no-brainer for me; it had to be autumn, with the russet colour mirroring the rusty and rundown locomotives and indeed the actual railway, which was getting into a near terminal decline as we all know.

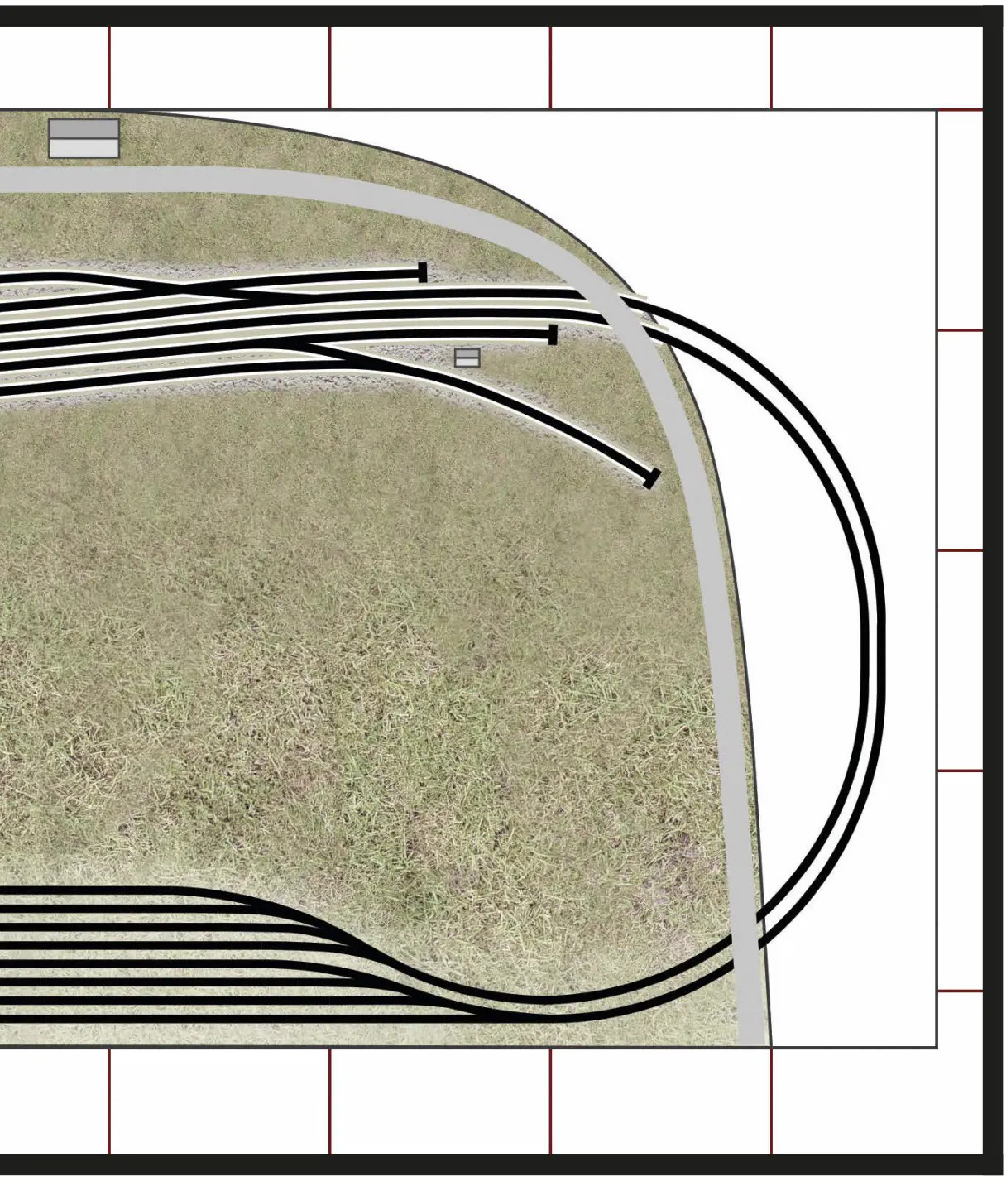
Setting the stage

So, place, time, trackplan all decided, then followed a trip to White Rose Models to discuss baseboards and the like. I wanted the model to be like a 3D picture with moving parts and use the analogy of a theatre set with the trains being the actors upon it. This, to be fair to White Rose, was a little out of the ordinary, and when I asked for the fiddle yard to be underneath the rising ground to the front, they must have thought they had got a right pair here. However, they started to get what I was on about and agreed to undertake the boards' trackplan and laying of ballast and electricals. This took about a year until it was ready and they did a first-rate job. We will be using them again and there will be more on that later.

TRACKPLAN







ABOVE: The other stopping service was the daily all stations Carlisle to Bradford Foster Square and return, and here we see this being hauled by a Kingmoor Black 5 pulling into Horton. This service always carried vans at the back, maybe to carry all the Gratton's packages from the then large mail order company based in Bradford at the time to the Dales hamlets, which contributed much of the van traffic out of that area, and Foster Square in particular. This service often had cascaded express haulage with Scots, Britannia, Clan classes being regular performers, but today a more mundane Class 5 takes the train, and the Scots and indeed, Clans, had gone by now in our 1967 view.

ABOVE: A new blue-liveried DMU rings the wider changes on BR as it heads south for Skipton on one of the three local stopping trains each way between Skipton and Carlisle. It must be the weekend, as this is normally a two-car service, but possibly strengthened for the rambling fraternity at the weekend.

TOP RIGHT: A Class 40 rolls from under the slewed overbridge and hoots for the crossing, heading south with an express parcels bound for the West Riding or further afield.

MIDDLE RIGHT: A northbound diverted Class 50 shatters the calm of Horton as it roars north with a Birmingham to Glasgow service, resplendent in the then-new corporate blue. They only just started to make an appearance occasionally on the S&C in November of 1967, representing the new image that BR was trying to foster. Much of the diverted traffic was due to the starting of the building of the M6 through the Lune Gorge, which curtailed access on the WCML.

The boards were then moved to the room it was to be in, and this is where things started to go wrong or maybe right, given what we ended up with. Firstly, we realised how difficult this was going to be given the space. However, Richard had just moved house and said without consultation with management that he would build it there. His partner Sharon agreed to this and 'Horton' went on holiday.

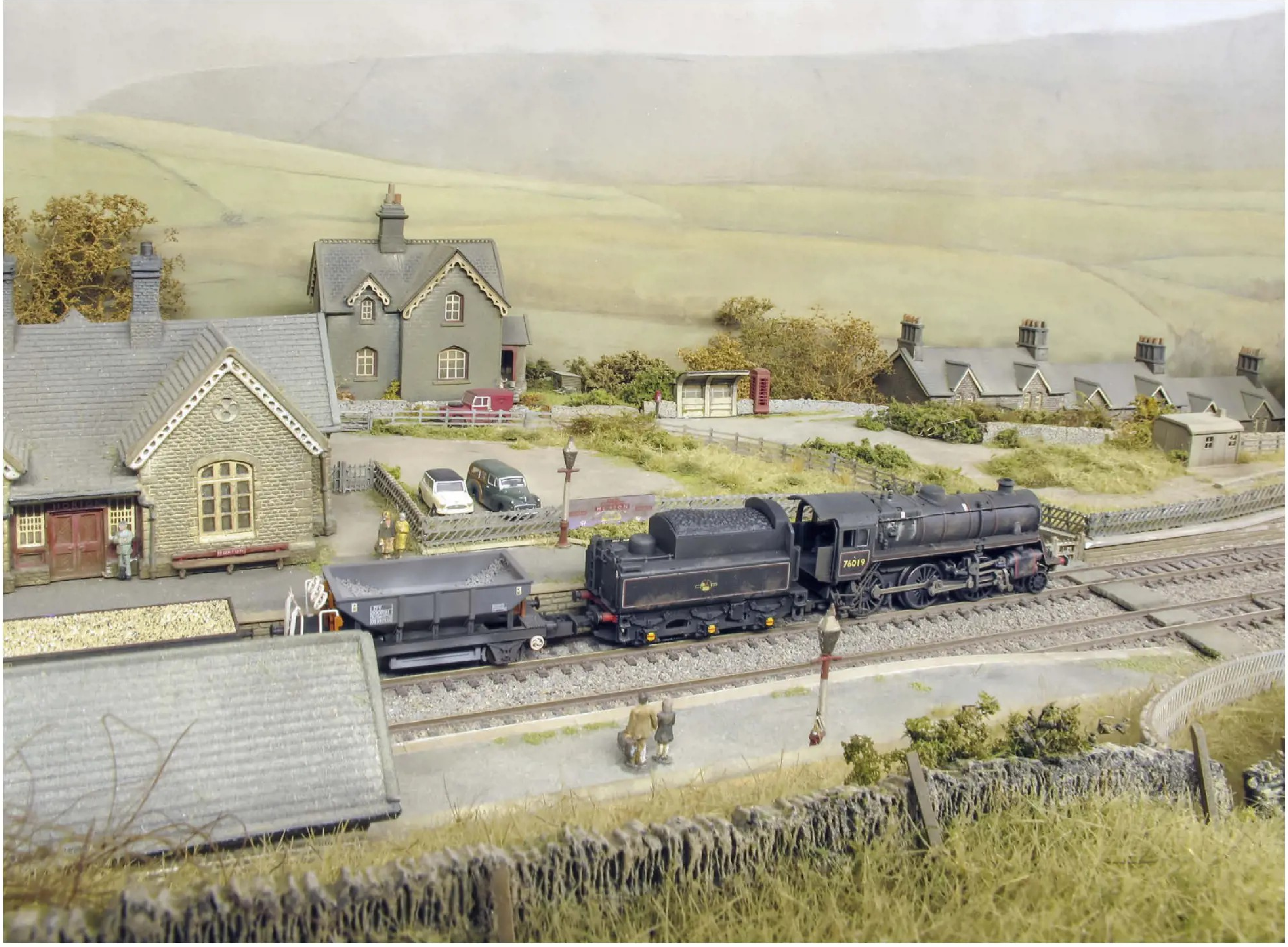
There was then a period of a year where I had multiple issues with work and health, the latter being quite serious. Another nine months or so slipped by when, thankfully, there was a light at the end of the tunnel and construction started in earnest. However, that time had not been wasted as we had amassed the required products and parts from various sources both in the UK and EU. It was the design and feel of the place I most wanted to capture, and in Richard I found a willing accomplice.

Creating depth

There are certain features and objects that make a model really feel like the place it is replicating, the uniqueness, so to speak. On the 'Long Drag', as it was known in the Dales, the scenery is all drystone walling, grass, barns, Gothic railway architecture and glacial valleys. To this end, we managed to find the signature products, with grass from the German company MiniNatur, laser-cut barns from Osbournes, and Metcalfe's products, all suitably weathered. Other notable suppliers were the Fine Scale signals and trackwork, trees by Treemendus, and signs by Sankey.

> “On the 'Long Drag', as it was known in the Dales, the scenery is all drystone walling, grass, barns, Gothic railway architecture and glacial valleys.”

A distant view of the Standard 4 rolling into Horton, though not disturbing Farmer Noakes and his collie dog, Shep, who are more interested in those Swaledale sheep and how many lambs there will be in the spring!



At this stage, it was going to be a nice but standardish N gauge layout, and then we suddenly thought about using perspective to deepen the depth and feel of the layout to enhance that feeling of a railway in a landscape and not vice versa. Enter HO scale buildings, trees, sheep, walls and grass in the foreground. We were not sure it would work, and there were some 'are we doing the right thing moments', but echoing the 'bloody mindedness' of the Midland, we continued.

I have to say it was several months before we suddenly realised we were on to a winner with this, and they were the dark months in winter when you start to doubt yourself, but we carried on, and by early spring, we were both aware we had done the right thing and were going to make something a little different. Lastly, I have to mention the backscene, which is a Richard masterpiece of Penyghent.

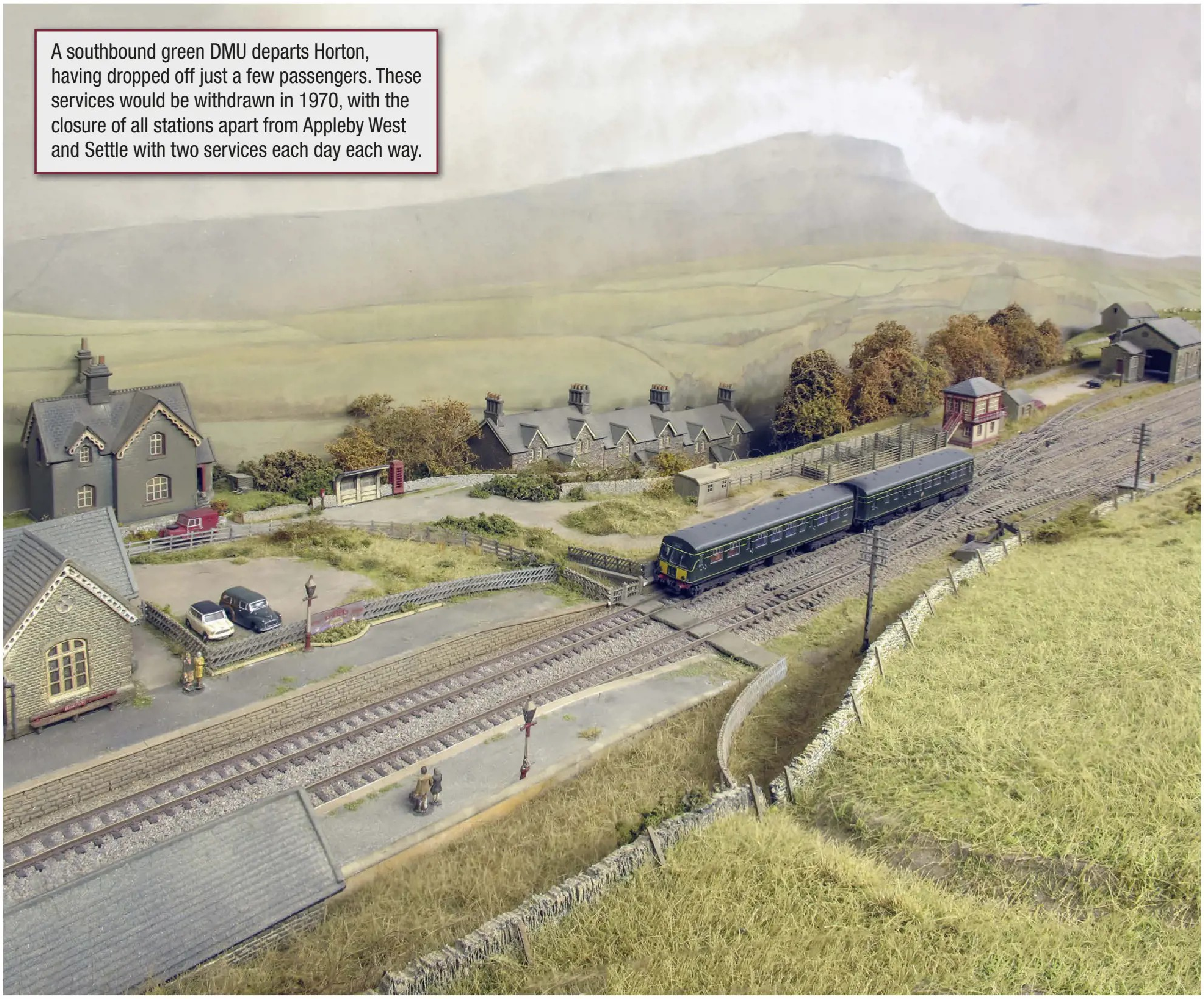
Rolling stock

Due to the prolonged build, I had amassed suitable stock, all of which has been re-numbered, locomotive-wise, and stripes and warning signs added where required. The stock is from the normal sources and some newer brands and the N Gauge Society, with weathering by a mixture of TMC and Millfield Models. We run through from the green/maroon to the early blue, and indeed the introduction of the Class 50s.

ABOVE: A close-up of the Standard 4 rolling over the footpath that many a weary hiker will have crossed after descending from Ingleborough having done the Three Peaks.

MIDDLE LEFT: Another Class 40 whistles through Horton with a northbound freight with the 2277ft / 694m bulk of Penyghent brooding in the background.

BOTTOM LEFT: Corporate blue meets corporate blue as a southbound all stations Carlisle to Skipton meets a Clayton CL17 on a limestone train heading north.



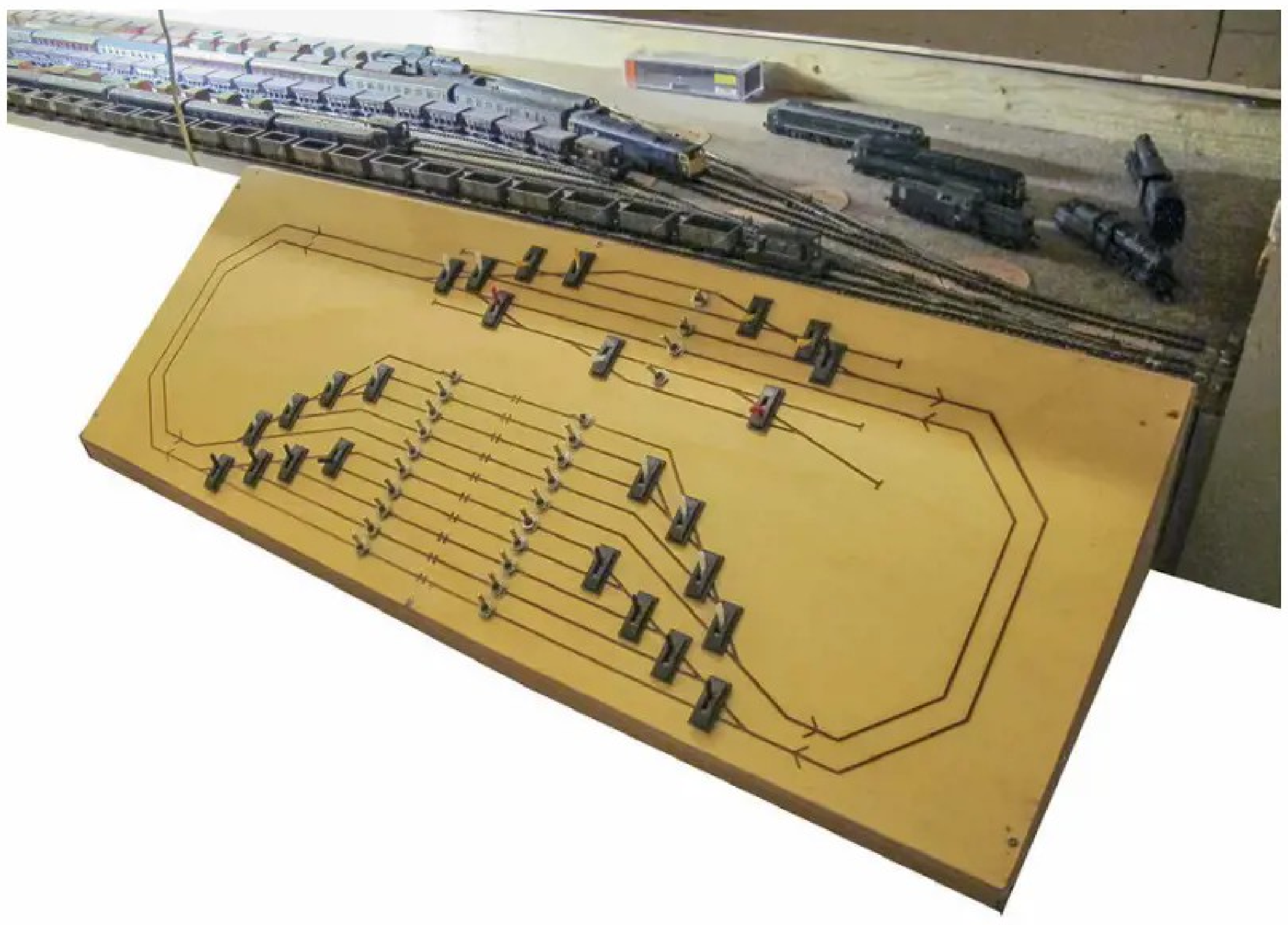
A southbound green DMU departs Horton, having dropped off just a few passengers. These services would be withdrawn in 1970, with the closure of all stations apart from Appleby West and Settle with two services each day each way.

The vast majority of the trains on the S&C were fitted and unfitted freights. There were really only a couple of daylight express trains, the obvious being the Thames Clyde Express and three locals in each way, plus the stopper from Carlisle to Bradford return, which is one of my favourites due to the cascading of large express locomotives to humdrum duties like this and indeed freight services.

On the freight side, we have the anhydrite train to Widnes from Long Meg and numerous van and coal trains. At night, there were two sleepers and, of course, the famous Condor express freight. However, as 'Horton' is a daylight layout, and you would see little at night up there, these services don't appear.

The layout is old school like its owner and is traditional in control with wiring to match and control board and transformers with controls. It is operated to a sort of schedule, and indeed period, in that we can change from the early-/mid-'60s to the later-'60s by introducing some blue hints, so to speak. However, nothing much changed up there until the mid-1970s, it just got more run down until the verge of closure in the early 1980s.

MIDDLE LEFT: A WD Austerity pilots a long southbound coal empties heading back to its home shed of Royston, accompanied by much clanging and banging on a long loose-coupled freight on the descent of the Long Drag. The crew will be relaxing on the descent after a hard climb to Ais Gill from the north.



BOTTOM LEFT: Most trains are quite long, but each siding can hold two trains if required with isolators. The fiddle yard is under the hill you look over and down to view Horton.

Final thoughts

Looking at it now, I am very proud of all that the people involved achieved and the feel that we created. Richard's parents live up there and you can see how he knows the place and feels it almost. Someone who viewed it in person said you could almost "hear the curlews, and was that James Herriott in the Land Rover?".

I created a blog on the RMweb forum in the Settle and Carlisle layout section, which has elicited some wonderful feedback, and if you take the time to read it, you may understand some of our trials and tribulations during the build.

I have to say, this has been an interesting project and I have learned a lot; not about modelling as such but how to create the feel of somewhere, and to this end, I have been talked into something. We did make one rooky mistake with 'Horton', and that was we did not make it portable, so exhibitions are probably impractical.

However, after another glass of wine and a discussion in our design school (a wall outside our garage known as the "Bar"), we are going to do an exhibition-friendly layout tentatively based on Selside, and there is a blog for this in the same place as 'Horton', so you will be able to see how we get on there. ■

TOP LEFT: Another Class 40 peaks from under the bridge with more parcels traffic, which was widespread back then.

MIDDLE LEFT: A picture of what now would be called a road-rail passenger interchange! Can you imagine getting planning permission in a National park for a bus shelter like that in 2025? No problem in the 1950s, though.

BOTTOM: The Class 25 and the district engineers head back from the Dales, post inspection tour, to contemplate the findings of their inspection and its ramifications as to how the S&C will fit into the new corporate BR, or how much is that viaduct going to cost to put right!

> "The layout is old school like its owner and is traditional in control with wiring to match and control board and transformers with controls."

EDITOR'S COMMENT

The Yorkshire Dales provides a wealth of inspiration for modellers, and it's not difficult to see why. A treasured national park, it has deep roots when it comes to its railway history and offers some of the most spectacular views ever to be seen from a passenger window.

Spectacular waterfalls, ancient woodlands, awe-inspiring viaducts, tranquil valleys, limestone crags, expansive moorlands, and the list goes on; the contrasting landscapes offer modellers a vast selection of what to recreate in miniature.

It's no wonder that it's a hugely popular place for railway modellers to base their layout projects on and the reasons modellers choose the area are tenfold. For many, the landscape alone offers a great challenge, then there are the operating complexities of the railways that operated and the wide variety of traffic that could be seen across the decades.

No two layouts are the same, even if they are modelled on the same section of the line in the same period. Each builder captures the rugged wilderness of the park differently. How lucky we are to see so many of them in these pages and on the exhibition circuit.

In this Spring issue, our cover feature is yet another example, 'Horton', which beautifully captures the area of Horton in Ribblesdale, featuring the drystone walling and Gothic railway architecture synonymous with the area.

Sadly, 'Horton' is not an exhibition layout, so you'll have to make do with the wonderful pictures inside this issue. However, we have been told by the owner that another layout is in the works, this one will be making its way to shows once completed.

Are you planning a layout based on one of our national parks? Get in touch and let us know your progress at **brm@warnersgroup.co.uk** – we'd love to hear from you.

Happy Modelling
Debbie Wood

WEEKEND PLANS...

The London Festival of Railway Modelling
The London Festival of Railway Modelling is back for 2025 and is looking set to be bigger and better than ever, with 40 layouts confirmed to appear and big trade names in attendance. It's a weekend not to be missed!
DATE: March 15-16th, 2025

Belper Model Railway Group 2025 Exhibition
Held at the Strutts Centre and hosted by the Belper Model Railway Group, the show this year will offer over 10 layouts of various scales and gauges and a variety of trade stands. Entry costs £6 per adult and will have refreshments available.
DATE: March 22nd, 2025

Bingham MRC 40th anniversary
The 18th Annual Club Exhibition, the South Notts show this April celebrates the club's 40th anniversary. The Exhibition is the 16th held at Cotgrave Welfare and features at least 10 layouts in various scales and this year's headline layout is 'Splot' in P4.
DATE: April 5-6th, 2025

Macclesfield Model Railway Exhibition
Held at Tytherington High School, there will be various layouts on display, some of which will be making their exhibition debuts at the show - one of which is a 42ft long, 4mm finescale, LNW-inspired layout from Peter Thomas.
DATE: April 5-6th, 2025

Royston & District Model Railway Exhibition
Featuring up to 20 layouts in a variety of scales, the show this year will also have a number of trade stands in attendance, alongside some societies and demonstrations. Open 10:30am to 4pm, an adult ticket costs £5.00, with accompanied children free to enter.
DATE: April 12th, 2025

A SAD LOSS

It is my sad task to report the death of Chris Hawkins; born in January 1952, he died in January this year. His name was extremely well-known in the world of railway publishing, and, along with his partner in Irwell Press, George Reeve, published some of the 'standard works' on railway history. Irwell Press was founded in 1988, and then sold-on in 2023 when Chris and George retired. During that time, *British Railways Illustrated* began (1992) and *Modelling Railways Illustrated* (later in the decade). Chris edited every issue of the former up to his retirement (the magazine still going strong under Guideline Publications). *Railway Bylines* was also in the Irwell portfolio and that, too, flourishes under Guidelines – a sure sign of very firm foundations.

It was my immense privilege to work closely with Chris, as an author, co-author, contributor, caption writer and photographer; Irwell and Warners shared an excellent working relationship, largely because of his (and George's) consummate professionalism. I shall sadly miss his sending me photographs (mainly of East Coast Main Line subjects) with the simple questions of 'Where? What? Why? When? – get on with it! I contributed (in a very small way) to some of the 'Book Of' series describing the principal loco classes. That these are looked on as the most-comprehensive works is down to the Irwell duo as publishers, Chris being the main link with the authors.

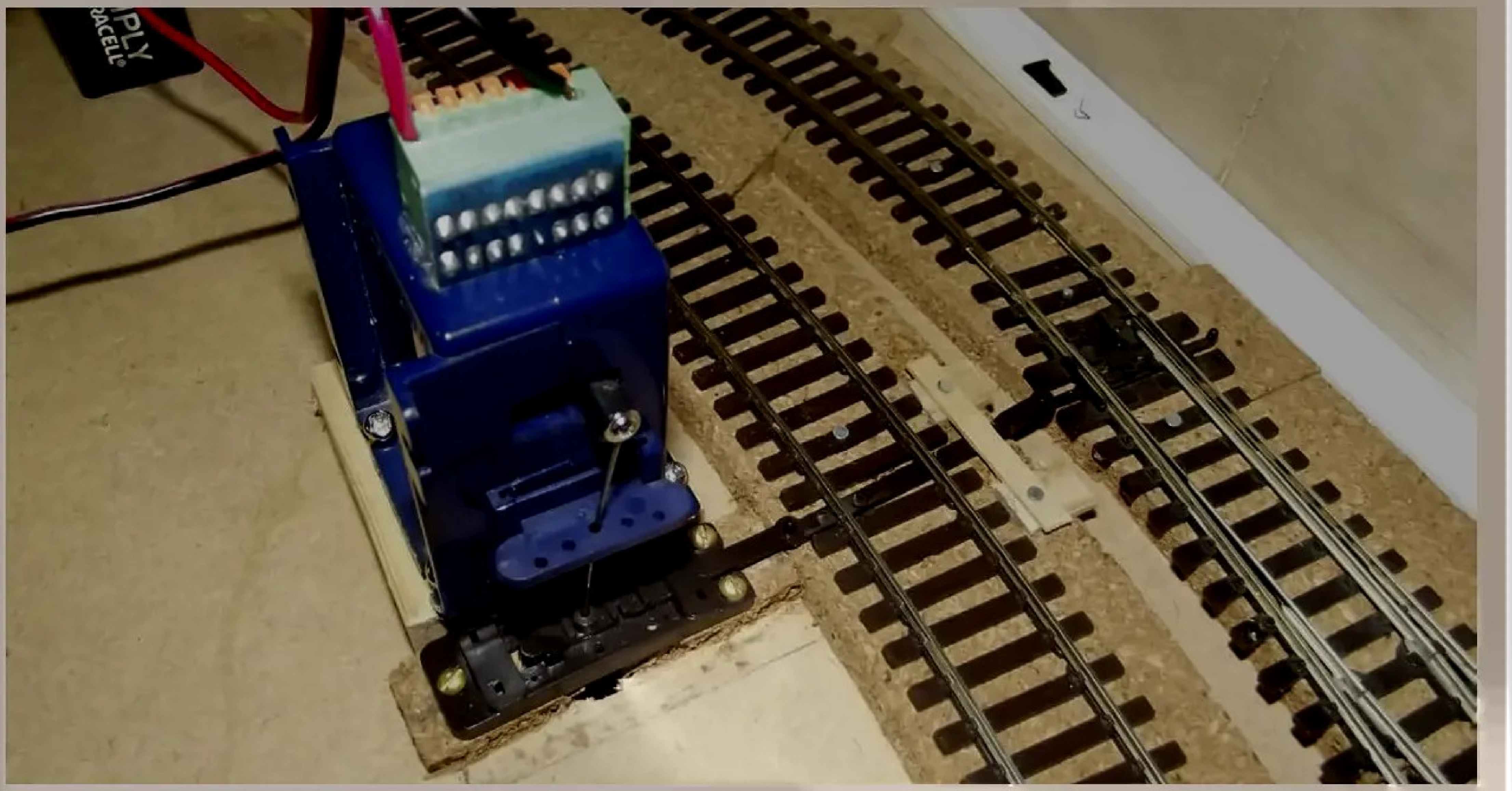
He also wrote under the assumed name of Ian Sixsmith (a resident of Saudi, or so he said), and many are the wonderful works created by him.

I've lost a very dear friend; we shared the same absurd and anarchic sense of humour. He once told me he employed me because I was cheap – only a wonderful chum could say that! Whenever I phoned him up, he'd ask 'What do you want?' Then we'd discuss Beatty's dispositions of his battlecruisers at Jutland, or the merits – or otherwise – of Thompson's Pacifics! The world of railway authorship and publishing has lost a giant. My most sincere condolences go to Wendy his widow (herself a vital cog in the Irwell well-oiled gearbox) and to his numerous friends. We'll all remember those wonderful 'black & white days'.

Tony Wright

LETTER OF THE MONTH

SURFACE POINTS

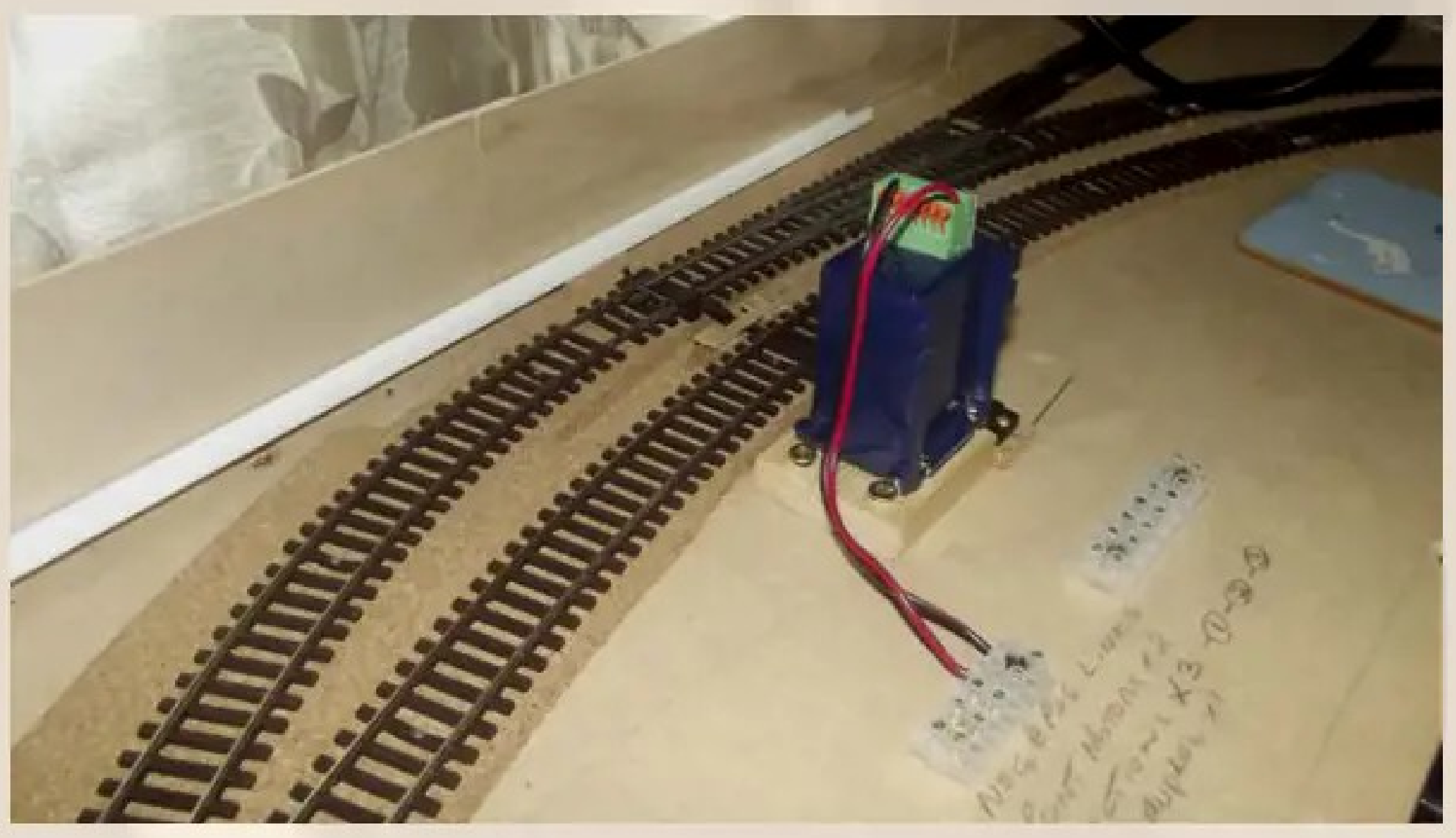


Not sure if this is a new idea, but I thought it may be interesting to some readers.

I'm currently changing my end-to-end layout into a roundy. I've had this idea (see photos). As you can see, I've mounted DCC concepts under board analogue point motors on the surface by using a Peco base and a simple block of wood. Okay, DCC concepts do have a surface-mounting one, but needs an electronic unit to feed the frog. My layout is DC.

For scenic boards, I still mount under the boards as intended, but I imagine some could be hidden under removable buildings. However, the advantage in this case for me is not having to work under the boards to fit and wire them. At my age, getting down under the board is not easy!

George Willetts



NEW DATABASE

The Railway Correspondence and Travel Society (RCTS) has announced that it has launched a new interactive web-based Modern Traction Locomotive Database, accessible to all at locodata.org.uk.

The database contains details of every diesel, electric and gas turbine locomotive that has run on the national network, starting back in the 1890s through to the very latest changes in stock each month.

All renumbering, naming and disposal information is included, along with each reallocation and explanatory notes where appropriate. Its unique feature is that searches can be made by number, number range, class, etc., as well as by name, and there is a 'free text' search for disposal and preservation information.

Additionally, it can be used to find details of every locomotive allocated to a particular depot or combination of depots over any specified time period and search results can be downloaded as pdf files if required.

It has been developed using thousands of hours of volunteer time and is the culmination of the RCTS digitisation project, which has also seen nearly every one of its books published since the 1950s also being made available for download along with every single edition of its house magazine, *The Railway Observer*, now in its 97th year.

IS RAILWAY MODELLING ART?

As part of Artwalk Wakefield, participants can enjoy a visit to the Wakefield Model Railway Society to see its latest project, 'Tom Puddings at Stanley Ferry' on Wednesday evening.

Led by regular BRM contributor, Chris Mead, the team is building a model of Newland Basin at Stanley Ferry on the Aire & Calder Navigation.

The development and use of the waterway as a route for the transport of goods is an important part of local history and is still remembered by many today. The Navigation was used extensively from the 1830s to the 1980s, principally to take coal from West Yorkshire collieries to the Port of Goole for export to Europe.

Coal was moved in compartment boats colloquially known as 'Tom Puddings'. Each could take about 40 tons of coal. About 20 of these would be tied together and towed by a steam-powered tug to the Port of Goole. Here, specially designed hoists would bodily lift the Tom Puddings into the air and discharge their contents into the holds of sea-going ships.

Normally, these were loaded from waterside staithes, but the St John's colliery of Normanton did something different. The boats were taken over a mile by rail on special bogies to be filled at the pithead and then returned to the water at Stanley Ferry.

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CAST YOUR VOTE

Now live, the British Railway Modelling Awards are a chance to vote for your favourite model of the past year.

Jointly run for RMweb, BRM magazine and World of Railways, a BRMA title is something that many of the manufacturers and retailers hope to pick up each year as recognition from the wider modelling community for their efforts.

All manufacturers who have released any ready-to-run products between January 1st and the 31st of December each year automatically have the products and themselves added to the voting list in the relevant categories for N, OO and O gauge locomotives and rolling stock.

2024 saw a bumper set of products, particularly from newer entrants to the marketplace.

The poll is open until Wednesday, February 26th, 2025. When the voting is complete, we check all the results and announce the awards at the London Festival of Railway Modelling at Alexandra Palace on 15/16 March. We will publish full results afterwards, and you can see just how many people voted for every entry, making the BRMAs the most transparent and valued of awards.

Select your favourite item from each category, you do not have to vote in all categories. There is only one vote permitted per person.

Have your say and head to RMweb to cast your vote today, visit:

www.RMweb.co.uk

THE NATIONAL RAILWAY MUSEUM TURNS 50!

The National Railway Museum is gearing up for a landmark year of exhibitions, events, celebrations and a grand reopening, as it celebrates its 50th birthday in tandem with the 200th anniversary of the modern railway.

Station Hall, closed to the public since 2023, will reopen at the York Museum in September after the completion of a £10.5m refurbishment project. Visitors will be able to rediscover the grandeur of the historic exhibition space in time for a special birthday weekend on 27-28 September, marking five decades since the museum opened in 1975, with visitors offered the chance to access behind-the-scenes areas of the museum, previously unseen by the public.

Other 2025 highlights include *Railway Firsts*, a brand-new exhibition on display at both the National Railway Museum and sister museum Locomotion in County Durham, from February 8th.

The exhibition will spotlight the pivotal innovations and unexpected “firsts” that shaped the railways and our history, presented through a series of eye-catching pop-up displays as visitors journey through the museum.

The museum will mark its 50th birthday year with a new campaign, NRM50, featuring photographs of cherished visits captured on camera by the public over the last five decades. A limited-edition NRM50 range of merchandise will be available to purchase later in the year.

Alongside the birthday celebrations, a four-carriage touring Railway 200 exhibition train called ‘Inspiration’, curated in partnership with the National Railway Museum, will criss-cross Britain for a year from this summer, promoting innovation and careers within the rail industry.

‘Inspiration’ will visit both the National Railway Museum and Locomotion during the course of the year, with the full schedule set to be announced in the coming months. A range of Railway 200 branded gifts has been created by the National Railway Museum, which are now available from the National Railway Museum and Locomotion gift shops and online store.

RAILWAY MUSEUM
200
Created by the National Railway Museum to celebrate 200 years of train travel.
railwaymuseum.org.uk/shoprailway200

Inspirational modelling with RMweb

Get involved and visit rmweb.co.uk – under topic 'Show us Yours – Realistic Modelling - and post your pictures!

Beyer Goods 331 meets *City of Truro* at King's Hintock. **RMweb user: Barry Ten**

A Northern 150 crossing Healey Bridge Viaduct. **RMweb user: Dicky L**

Two of my latest shots, really need to up my game and keep up with all these other fantastic images in the thread! **RMweb user: JonathonAG**

3MT prepares to go off shed. **RMweb user: Quintus**

With the snow still on the ground and the temperatures well below zero, the crew start to retreat for a brew after putting some warming fires in the engines. **RMweb user: Karl**

Q1 33002 visits Boleyn Road after working a freight from its home shed of Guildford. **RMweb user: Boleyn Road**

ACROSS BORDERS

This Netherlands-based layout, inspired by the collieries of southern England, comes packed with detail and interactive features to entertain the crowds.

Words: Robbert Jan de Vries **Photography:** Phil Parker

R & J COLLIERY
5

One of the key features of the layout, is the screening building. A functional building for loading coal wagons as well as providing a smooth transition towards the backscene and border of the cabinet. Hawthorn Leslie *R&J Colliery* No. 10 is awaiting its next move.

FACTFILE

LAYOUT NAME: R & J Colliery
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 4ft 6in x 3ft
ERA: 1970s
REGION: Southern England, fictitious
LAYOUT TYPE: Continuous Run

TOP RIGHT: It's always worth adding a little cameo on the very front of the layout, like the JCB (Oxford Diecast), which is used to fill up the locomotives with coal.

MIDDLE RIGHT: The shed scene has evolved a lot over time, adding a rack with tools to dispose a locomotive, various workmen (Modelu) and a constant supply of locomotives that require maintenance or repairs.

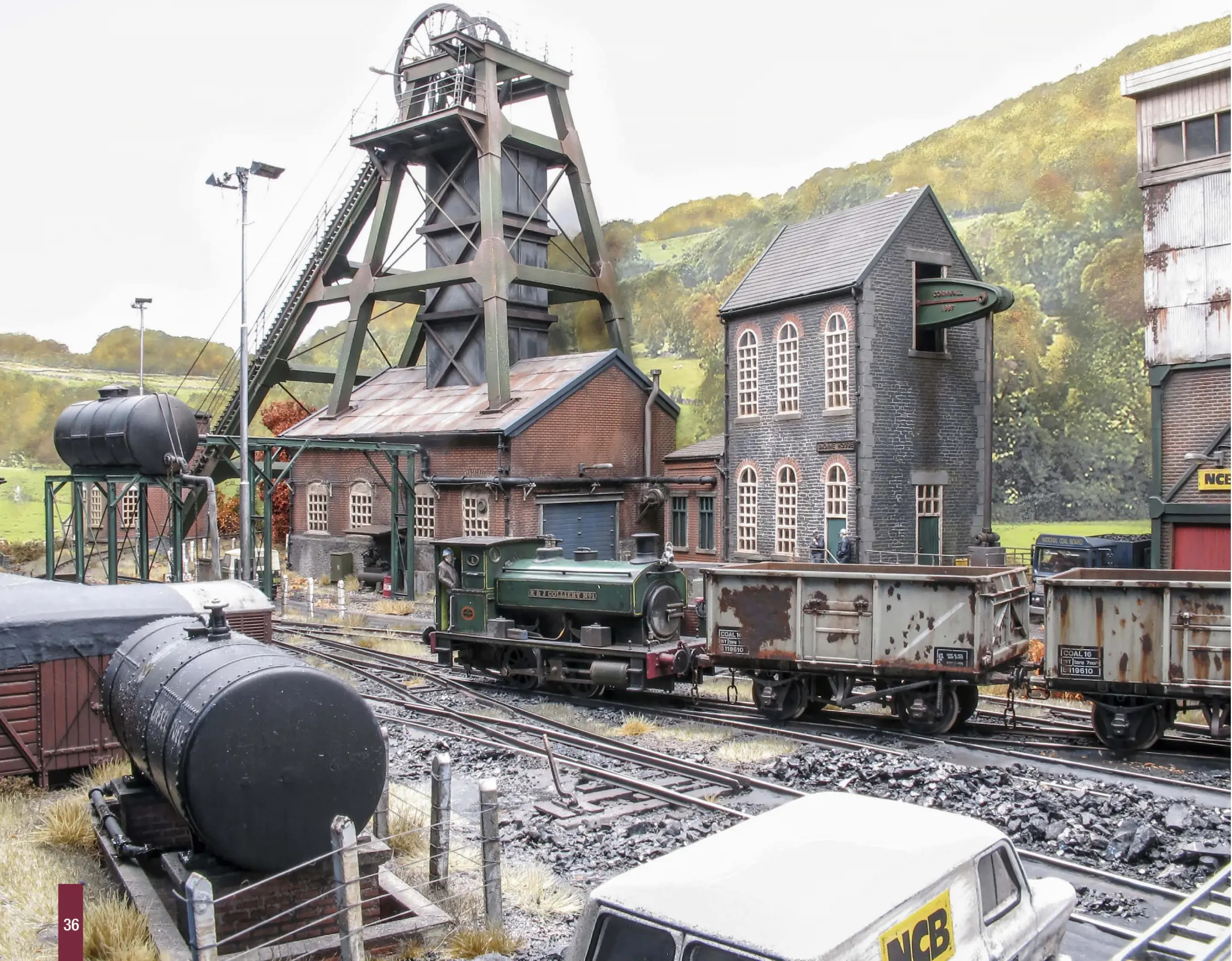
BOTTOM: The sense of scale becomes obvious as a small Andrew Barclay (Hattons) trundles past the huge headstock that dominates the colliery. The old beam engine is still being used to pump water from the pit; it is museum quality at this time.

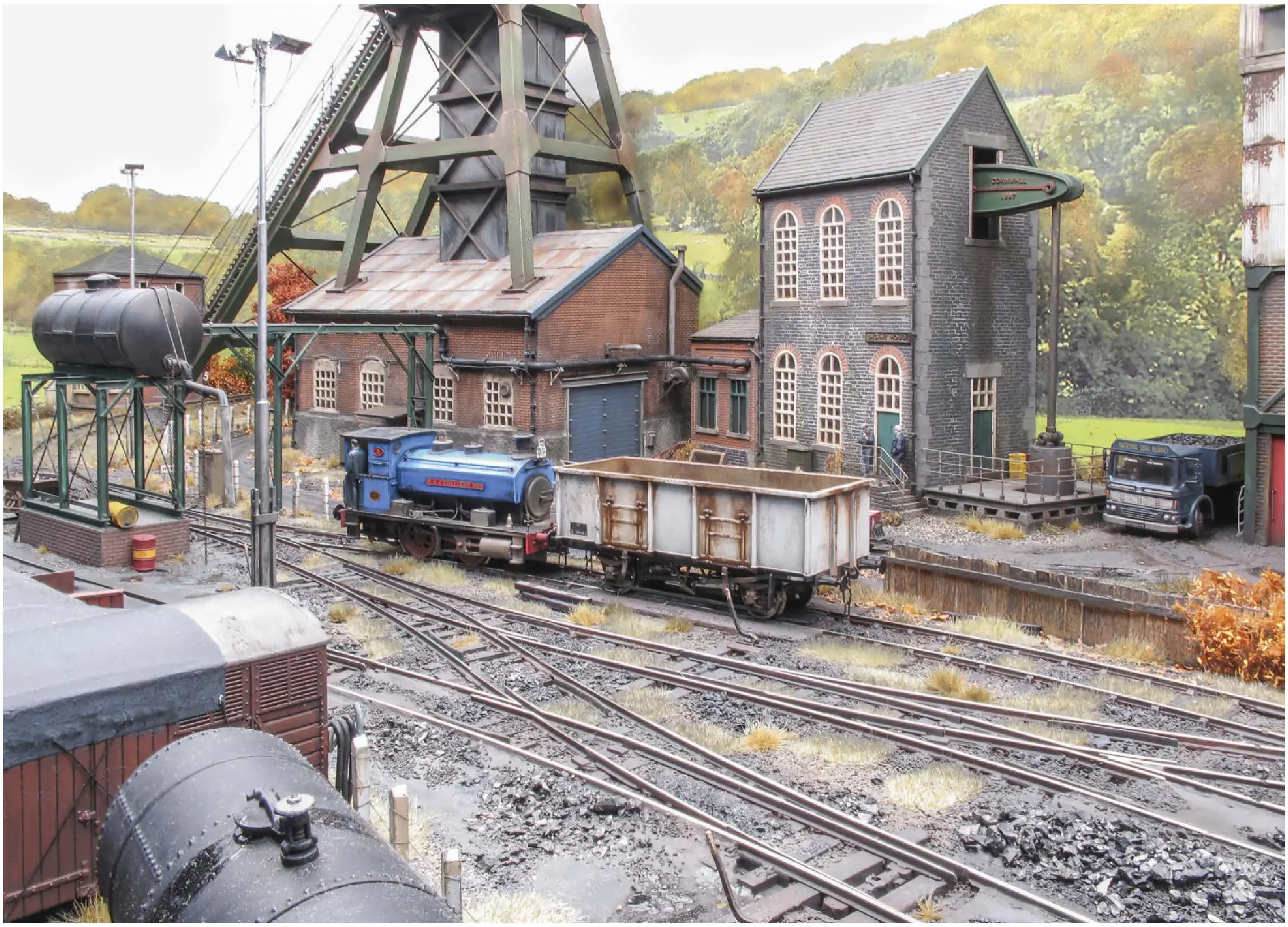
The choice to build a small colliery comes from a general interest in heritage railways and Victorian industry, although the layout is set in the mid-1970s NCB period, as this gave me more room to use slightly more modern traction and vehicles.

'R & J Colliery' isn't based on any real location; that would mean compromising on the scale of the actual location and that didn't feel right, so it is completely freelance with hints from real locations. It allowed me to do what I wished to build in the space I allowed it to be built in.

This decision is mainly influenced by my previous layout called 'Station Sauwerd', a full-size recreation of a rural branch line station in the Netherlands, just north of the city of Groningen. The scenic area was just shy of nine meters in length and it was a real hassle to transport. That was something I didn't want to experience again, so I decided to build a more compact layout.

The layout was designed to basically fit in the boot of the car. I didn't want to have to hire a van or trailer to transport the layout to a show due to the added costs involved. This led to a compact 135 x 45cm layout with a fold up fiddle yard at the back, able to run in a continuous loop.





The cabinet that houses the layout is made using 6mm plywood with timber supports, where necessary, making it lightweight and therefore easy to handle - well, it was when it was empty!

The trackplan is designed to allow for plenty of opportunity to shunt wagons and locomotives in order to make the most of the space available while keeping it compact.

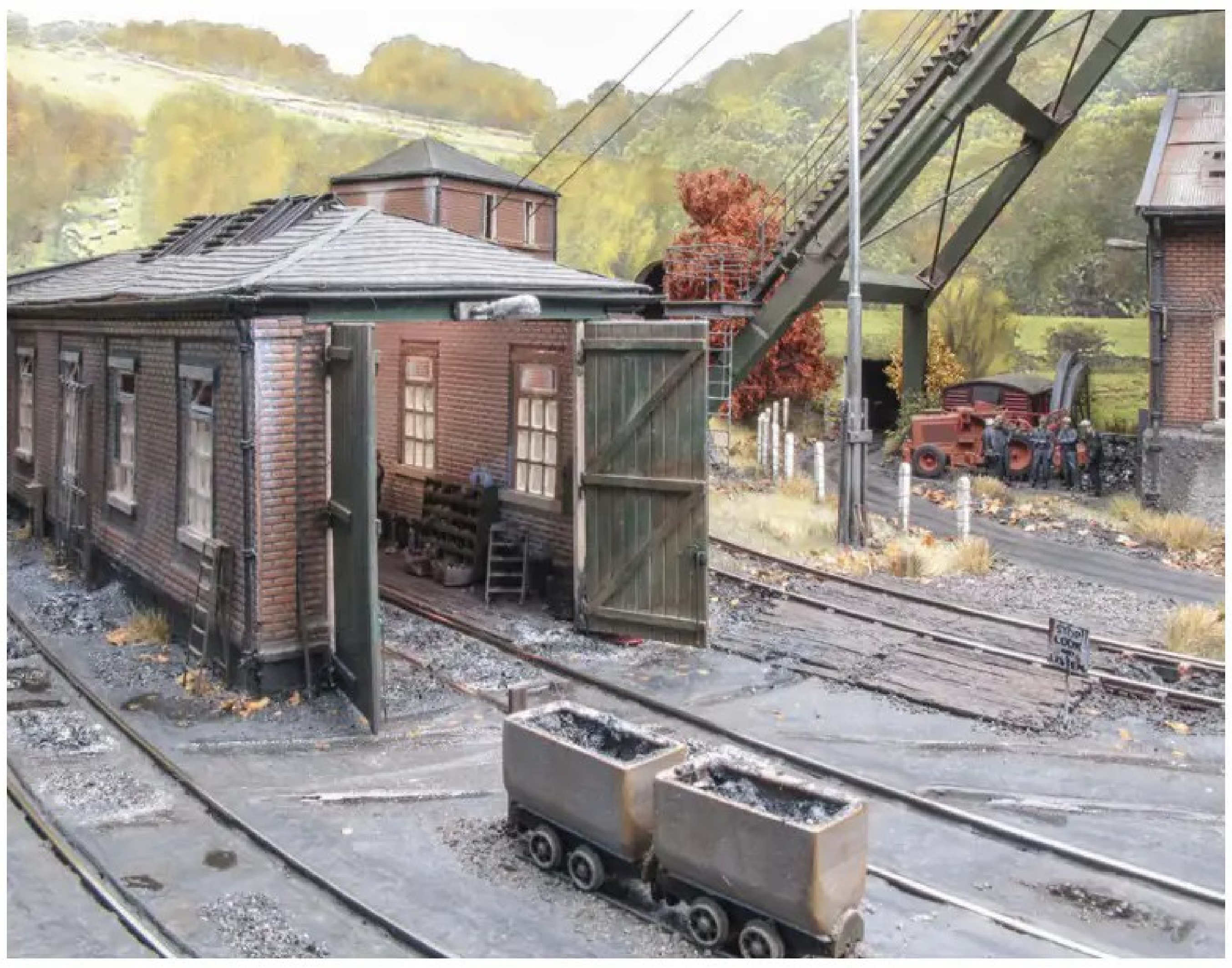
Setting the scene

The buildings are the key feature on the layout as they make the scene, being that they are tall and wrapping around the backscene, making it seem that the layout is bigger than it actually is, with the railway being a part of the scene and not the main focus.

For me, it was just a challenge to put together an interesting collection of buildings in a small space and making it seem that these used to be together there for decades, with the odd new build in between and the historic beam engine in the centre.

The beam engine was inspired by a holiday in Cornwall; being able to walk amongst the relics of old decaying buildings that once housed a beam engine gave me some great inspiration to have a go at building myself an example for the layout, although it's completely out of era.

Using photos from Bickershaw Colliery gave me a sense of scale, as a building can easily be made looking out of place or generally the wrong size compared to



ABOVE: Another Andrew Barclay is seen here with a single 21t (Accurascale) wagon on the hook. It's being positioned on the weighbridge prior to being loaded with fresh coal from the screens.

MIDDLE LEFT: The engine shed is a very common sight on a colliery, and thus, I scratch-built a single road shed with an inspection pit, cabinets with spares and other gubbins. The tubs (Artitec) are for the disposal of ashes.

BOTTOM LEFT: The layout features a little weighbridge on the passing loop, which makes shunting more involved; the resident shunter is ready with his shunter's pole while the supervisor trundles by in his Land Rover.

the rest of the layout. It took me many tries to make the arrangement of buildings look cohesive and interesting to look at from the perspective of the public. For me personally, it provides a great backdrop when photographing the rolling stock, having a large structure in the background giving it a great sense of scale. The chimney was loosely based on an example in York, the Foss Islands Chimney, just outside of the city wall.

The scenery surrounding the layout has been growing during the build of the layout, as scenery is something that isn't there at the very start of the process.

I did, however, think about what kind of season I would have liked to portray, using the autumn colours to my advantage; adding necessary colour to the layout with browns, yellow and reddish tones. This also gave me the opportunity to add puddles around the compacted surfaces and varied amounts of dead leaves scattered around the place, making the autumn look even more convincing.

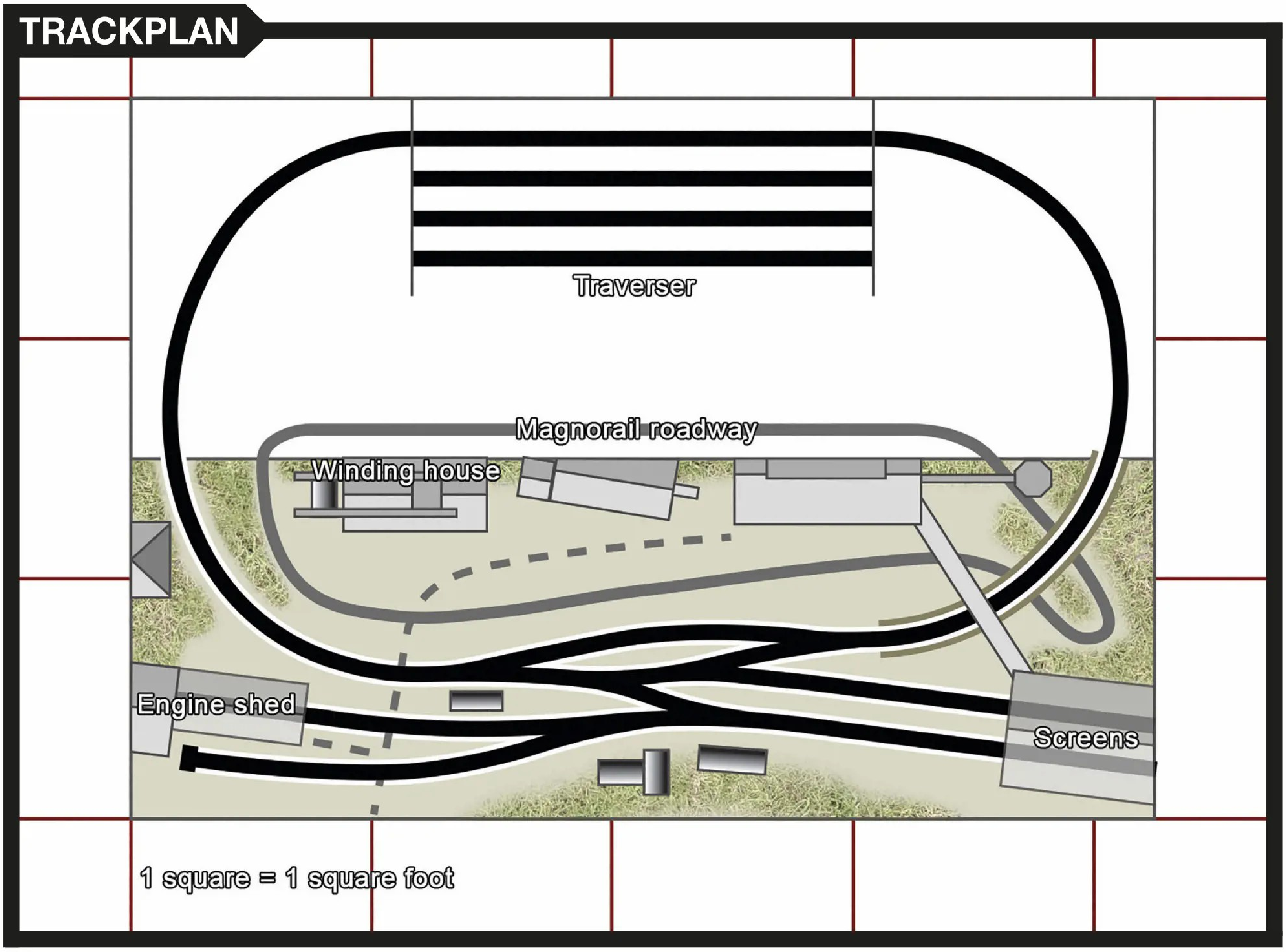
To bring the scenes to life, I used a lot of 3D-printed Modelu figures and detailing bits as they are highly detailed and suit my purpose, although a great deal of detailing is also obtained from the Dutch company called "Artitec" as they do pre painted resin detailing bits and bobs that, even though they are in HO scale, very much suit the layout. All of the narrow gauge rolling stock is also by Artitec.

TOP LEFT: The shed was a place where I could really go ahead and add a lot of details, many of which come from the ranges of Modelu and Artitec, the latter being in H0 gauge but perfectly suitable for use on a 00 gauge layout.

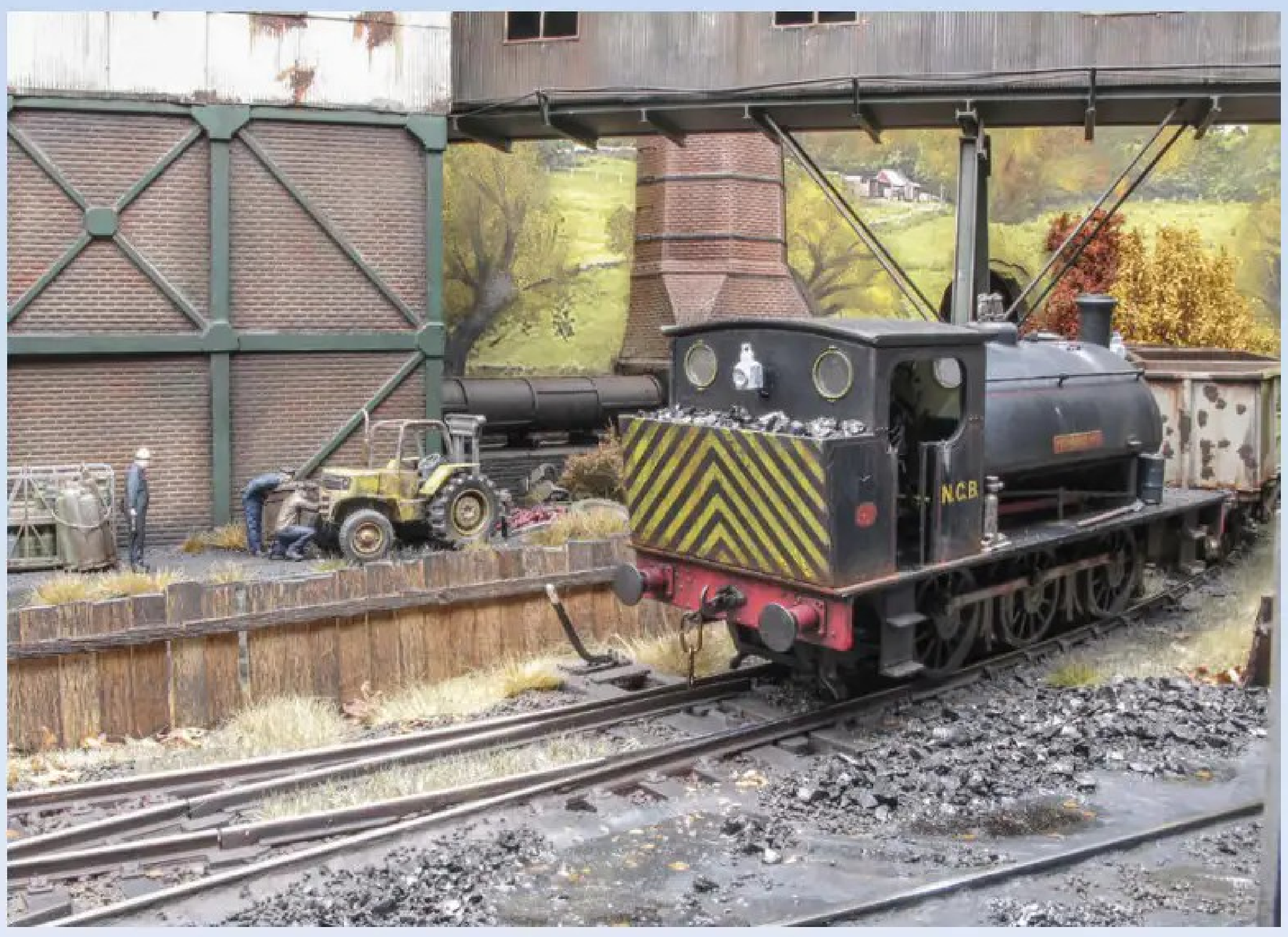
FRUIT
12T
W13427
XP

BOTTOM LEFT: Another little scene with a view through the lubricant storage, made from a pair of fruit vans that were of no use to me anymore. They are partially covered with a tarpaulin made from paper soaked in diluted PVA.

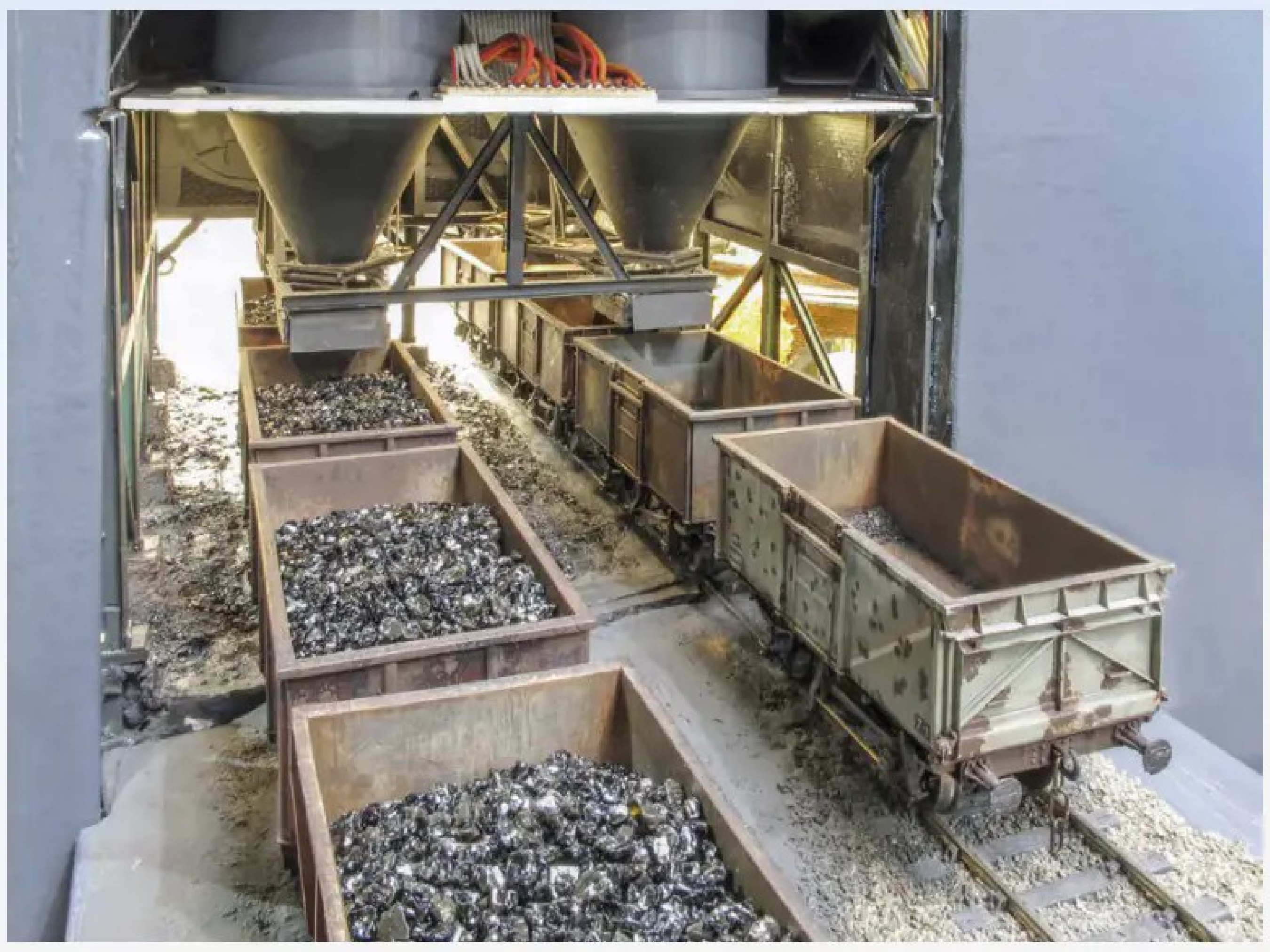
TRACKPLAN



TOP RIGHT: Possibly one of my favourite cameos on the layout, the workmen staring at the old forklift, wondering what could possibly be the issue, whilst a 16in Hunslet makes its way into the yard. This locomotive had the wasp stripes added to give it more character.



MIDDLE RIGHT: A view into the "back" of the screens, where there is an extension of track to accommodate an extra pair of wagons. The coal is held in the hoppers above and is manually loaded using the handset to control four servo-operated slide valves.



Rolling Stock

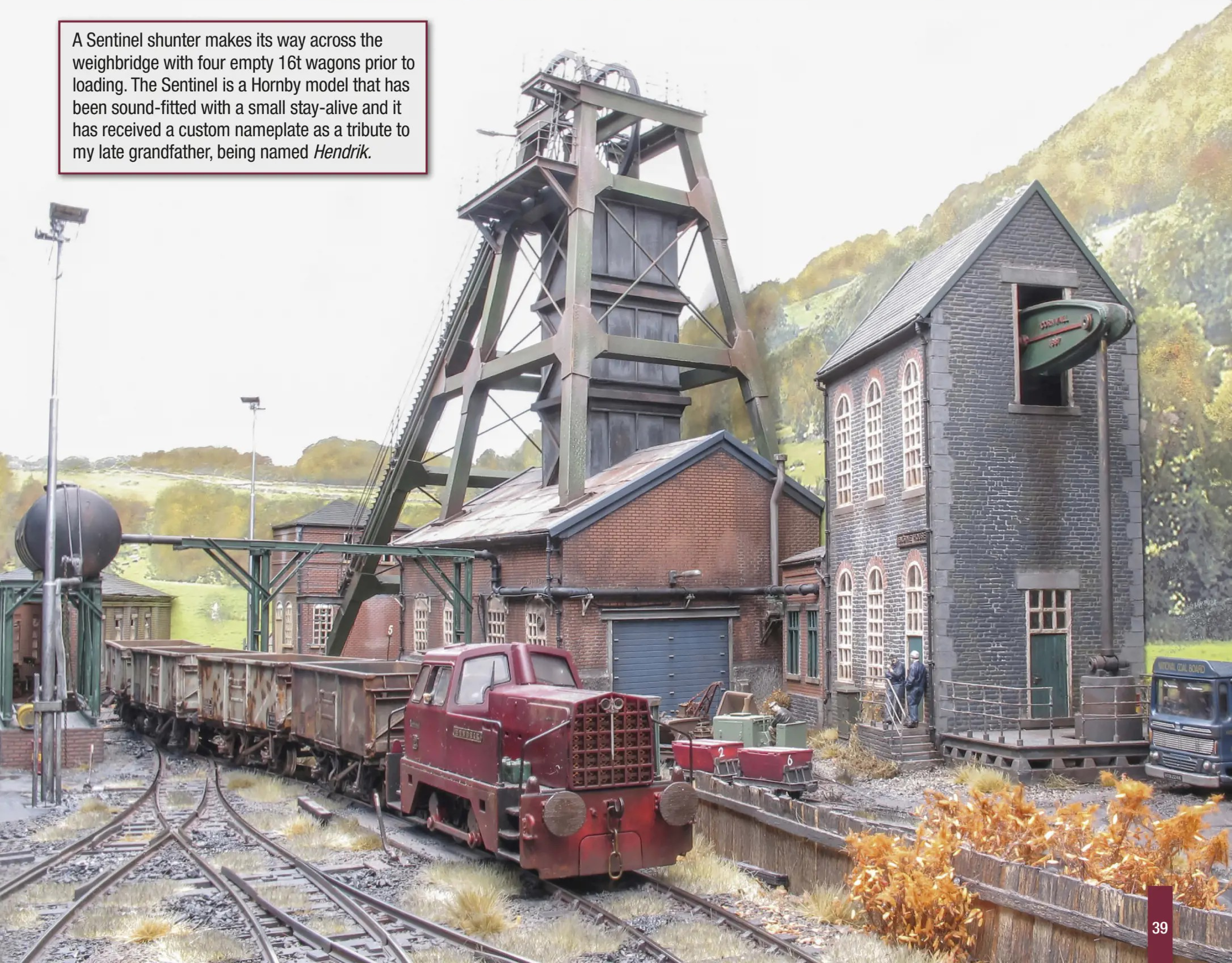
I always wanted to build a small colliery or industrial layout, using small but appropriate rolling stock, like the Andrew Barclay 0-4-0T, a pair of diesel Sentinels, a sizable Ruston and recently a pair of Hunslet 0-6-0Ts, followed by the excellent Hawthorn Leslie by Dapol.

When it comes to wagons, nothing special there, a selection of Bachmann 16t coal wagons as they were used to design the screening building for loading these in particular. Every single bit of rolling stock has been gone through, from adding 3-link couplers to the installation of a sound decoder, stay alive, functional lamps, footplate crew and appropriate weathering.

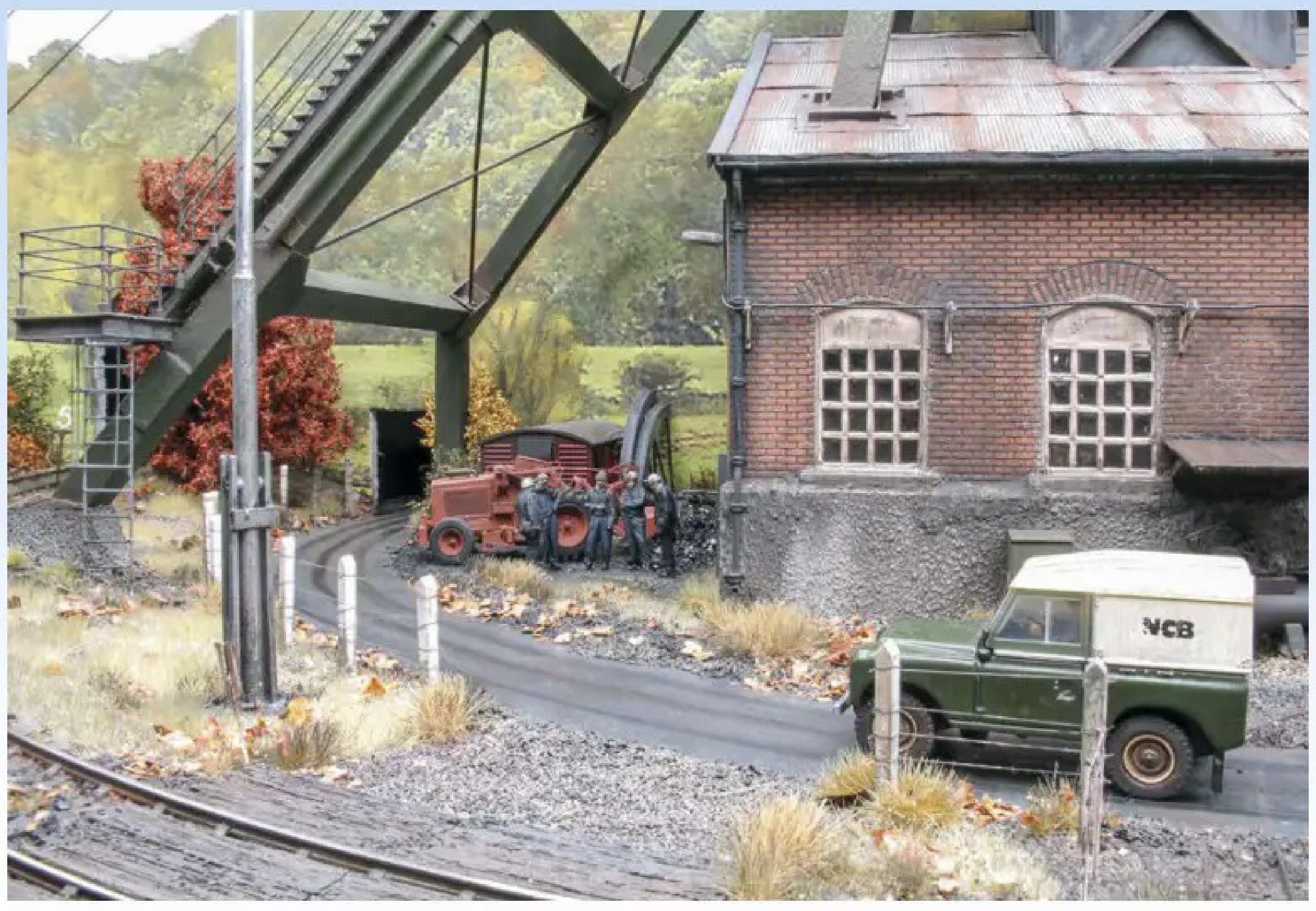
I seldom run my trains at home; maybe occasionally to make a short video, but other than that, I tend to only run my trains at a show. I have 10 locomotives to choose from, so I do like to show them all, although I do, like everyone, have my favourite locomotive and that particular one might be on the scene all day.

The screens were always meant to be a feature; being that they are at the very front of the layout. There was the need for a play element, so after going through a few test set-ups, I found a method that worked for me, using a brass slide valve operated by a servo motor to load a wagon with fake coal - aquarium gravel to be precise.

A Sentinel shunter makes its way across the weighbridge with four empty 16t wagons prior to loading. The Sentinel is a Hornby model that has been sound-fitted with a small stay-alive and it has received a custom nameplate as a tribute to my late grandfather, being named *Hendrik*.



TOP RIGHT: Looking through the steel superstructure of the screens we see a Kerr Stuard *Victory* leaving the colliery with a full set of wagons. Meanwhile, the resident shunter is waiting for a locomotive to couple up to the wagons so these can be positioned for loading.



MIDDLE RIGHT: Another little cameo scene, a spoil heap from the workings that is about to be taken away by the front loader (Artitec), well that's after the miners have had their discussion about future events that might severely impact the industry as a whole.

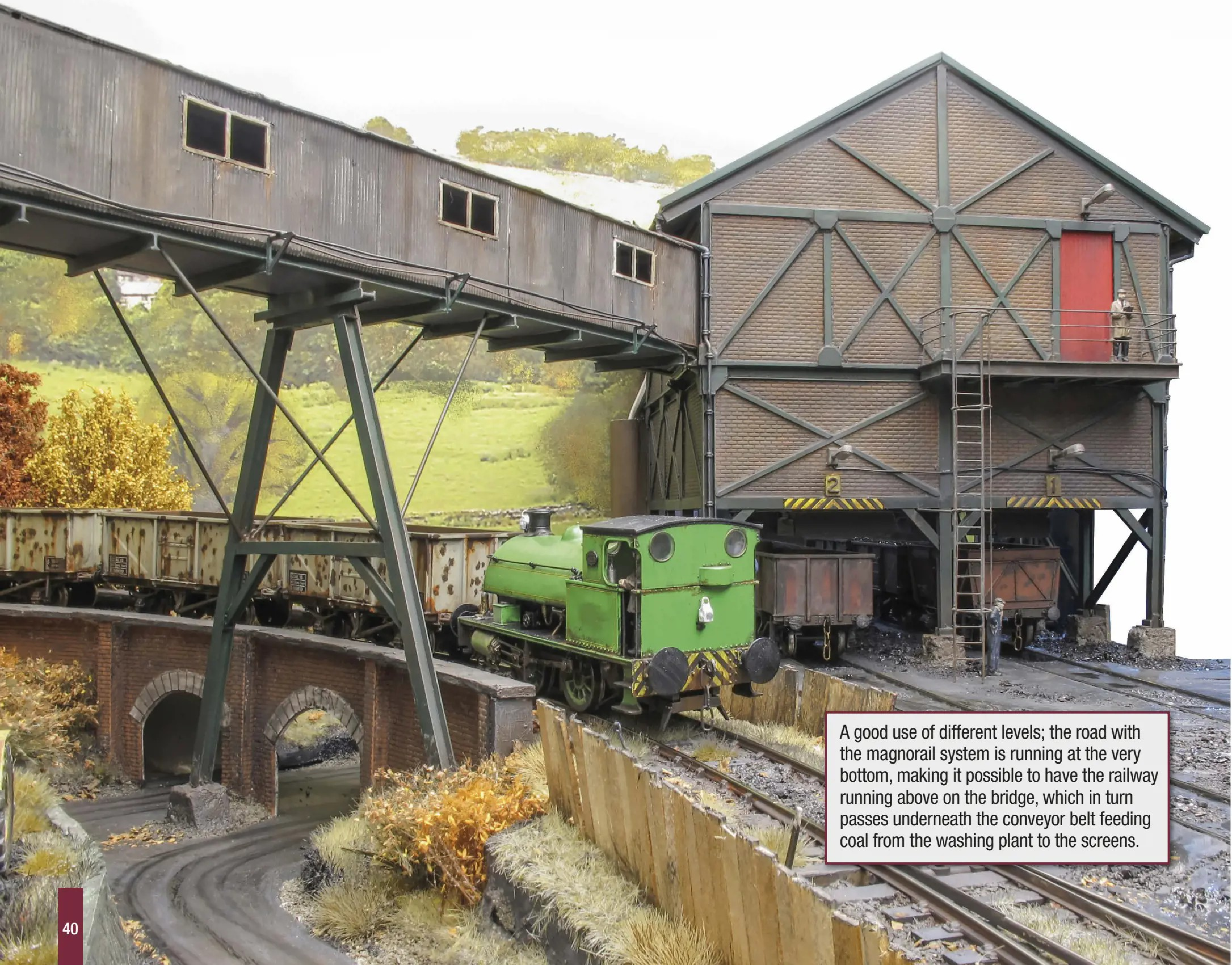
Challenges

During the building of the layout, it became apparent that the most challenging thing is managing space, making use of every inch while making the layout still look believable and cohesive at the same time. The trackplan was drawn up first and a loop for the Magnorail system as I did want a fair amount of movement on the layout to begin with.

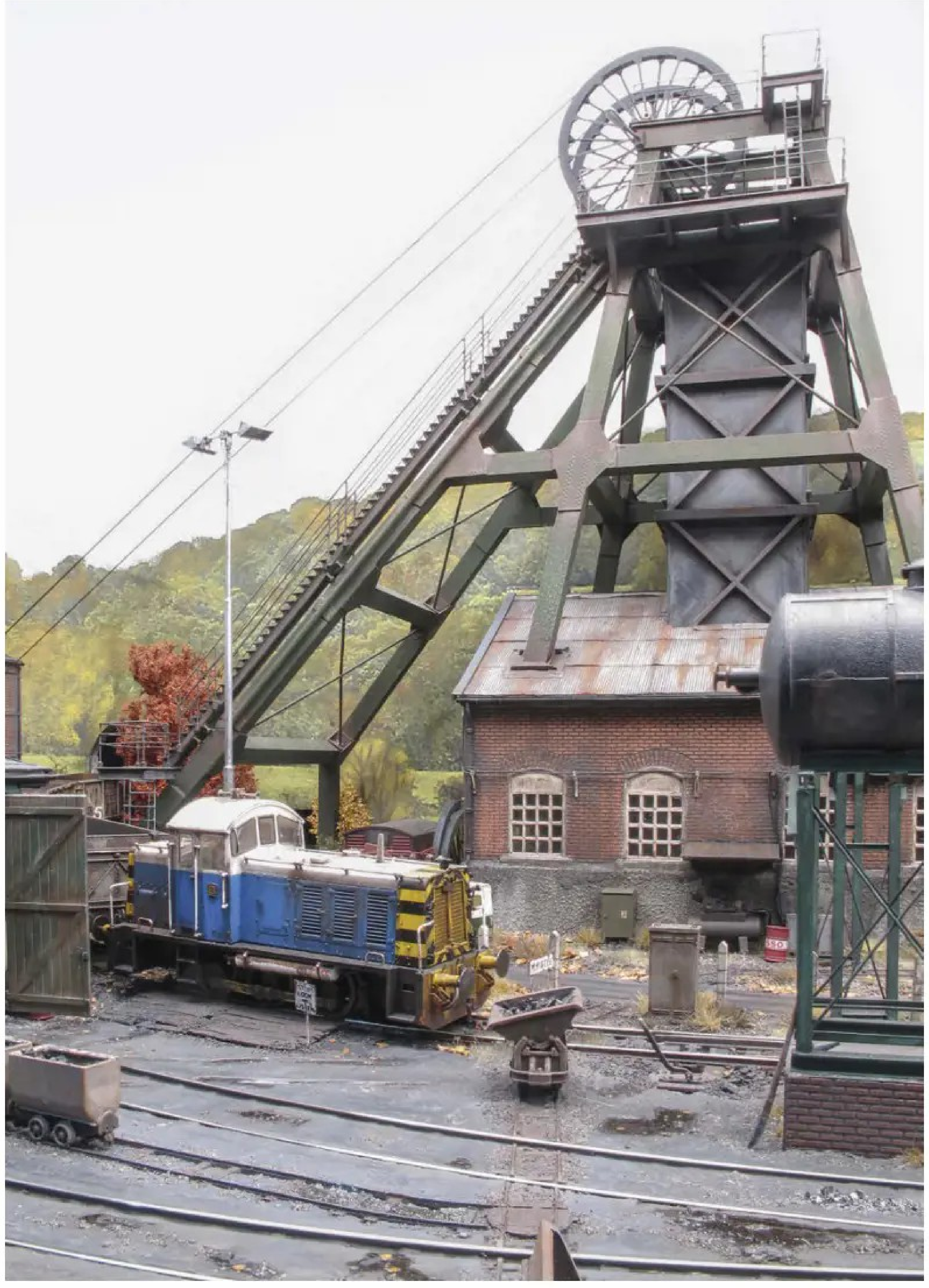
The Magnorail system was implemented from the very beginning as the chain system needs to be 10 millimetres below the actual road surface. It had to be installed properly as well because it would not allow any changes after the fact. Although I did change the road surface from cardboard to Plastikard because the cardboard didn't cope with changing humidity and temperature.

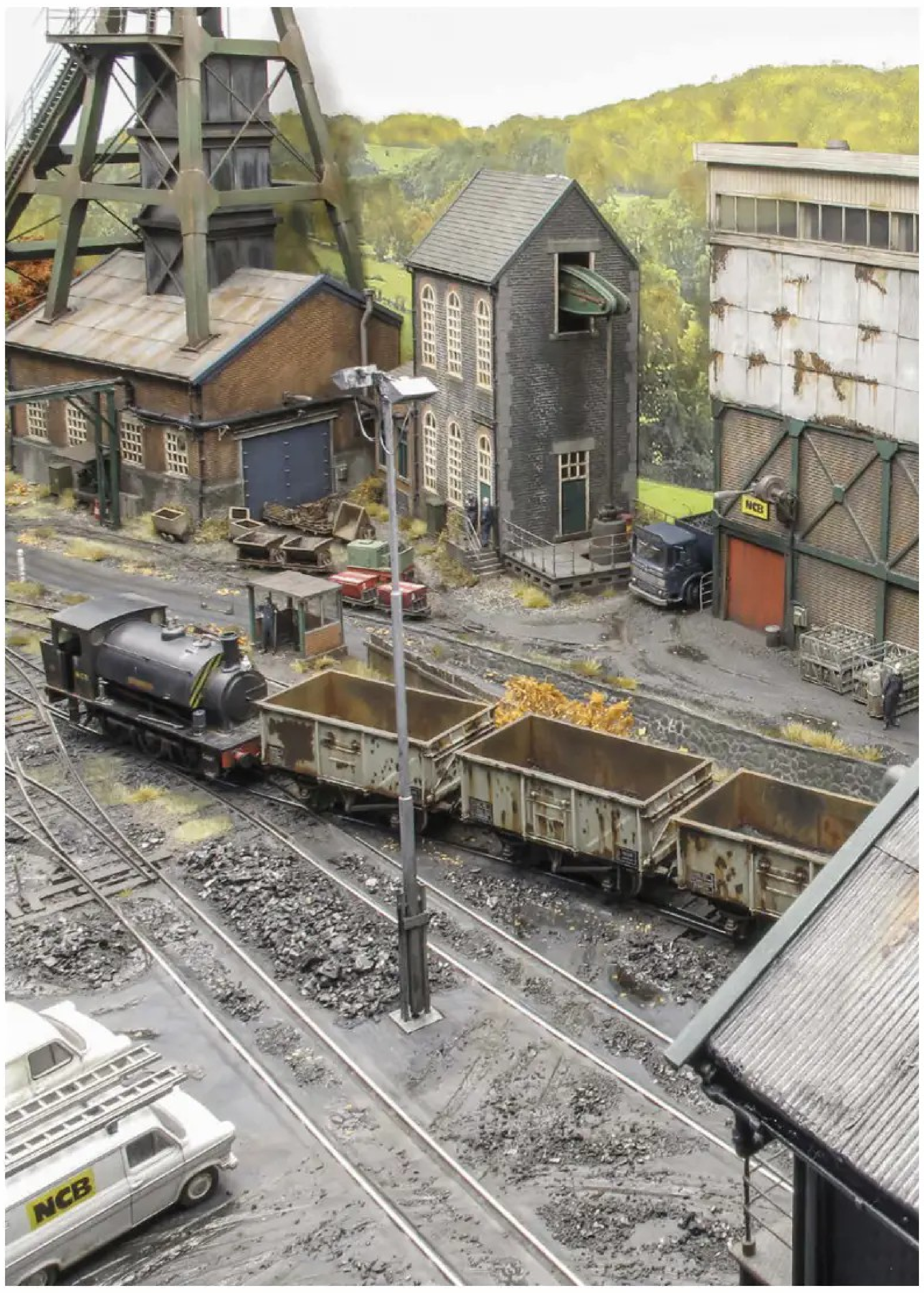
The other challenge was placing the buildings in such a way that they do not take up a lot of space, so I decided to place them all at an angle and cut them short to make them semi-relief, where they would sit at an angle against the straight backscene.

Another huge challenge was painting figures, something I never liked to do. However, it became a necessary evil, so to speak, as the range of Modelu figures all come unpainted. After overcoming the anxiety of doing it all wrong, I do now enjoy painting figures, especially in larger batches.



A good use of different levels; the road with the magnorail system is running at the very bottom, making it possible to have the railway running above on the bridge, which in turn passes underneath the conveyor belt feeding coal from the washing plant to the screens.





FAR LEFT: A fairly new locomotive that sees a decent amount of use is a former BR Class 07 in Powell Duffryn livery, bought because of the livery and subsequently fitted with sound and a stay-alive. It's a decent runner by Heljan.

NEAR LEFT: The colliery can be a mucky place, especially after a couple of autumn showers. Vehicle tracks are clearly visible in the muck, which consists of DAS clay. The large yard lamps are scratch-built to suit the theme, made to represent old sodium discharge lamps with their orange hue.

The parts of the layout I personally like the most are the functional beam engine and the screens, where I can actually load the 16t wagons.

Under the baseboard

The layout is completely DCC-operated using a Roco Multimaus as a handheld controller in conjunction with a Roco 10764 "command station" and a 3-amp mains power supply.

Underneath the layout there are a couple of accessory decoders and a servo decoder for the screens. These are all from Digikeijs, being a DR4018 and DR4024. Sadly, the manufacturer is no more, but there are good replacements available from a company called Yamorc.

The DR4018 is an accessory decoder with 16 channels and I use a pair of these to toggle all of the light functions around the colliery, with the added bonus of being able to set an effect per output, it can also simulate fluorescent bulbs or gas lamps.

The DR4024 is a simple servo decoder with four channels and that is all I needed for the layout. These were previously sold as a set with the servos included and thus, I chose this system.

The points, however, are completely separate; a simple 9v mains power supply is used to power the six tortoise point motors independent from the DCC system, so they can always be set - very handy during a short circuit.

I tend to operate the layout in a very gentle manner, no rush and realistic speeds when it comes to running trains. I like to use the features on the layout when running my trains at a show, so the locomotives are regularly interchanged, going from and to the shed or running light engine to the fiddle yard.

The R&J Colliery
EXHIBITOR

ABOVE: Myself and my brother Vincent de Vries, who came along to the Rapido Railex as my helping hand.

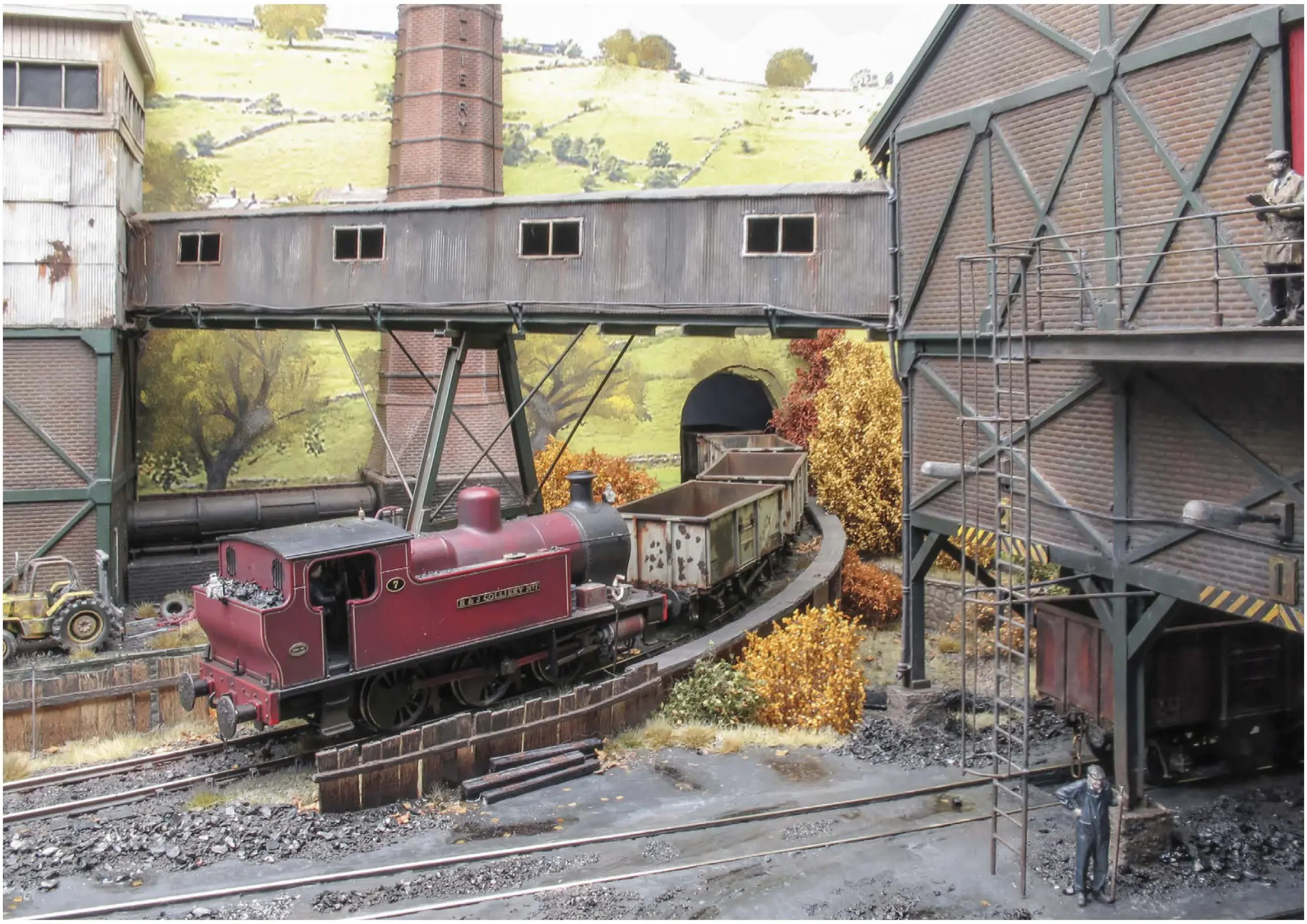
About the modeller

Age: 40
How many years modelling: 25+
Name of your first layout: Lauwersmeer (fixed)
Favourite era/region: 1935/1975 British Railways / Nederlandsche Spoorwegen.
Favourite locomotive: NS ICM "Intercity Materieel" known as the "Koploper"

I'm currently living in Leek, in the Netherlands, very near to the former trackbed of the tramway from Groningen to Drachten; it ran literally through the main road in between the shops.

I've been a volunteer for 25 years at the local model engineering society at Nienoord, where I have been since I was 8 years old, starting as a conductor on the platform and gradually progressing towards live steam operation on the 7 ¼ inch at the age of 14/15.

I've had an interest in model railways since my first starter set from Fleischmann that I received for my 8th birthday. Even my daily occupation is railway-related, working for the Nederlandse Spoorwegen at Groningen as a driver throughout most of the network.



Reflections

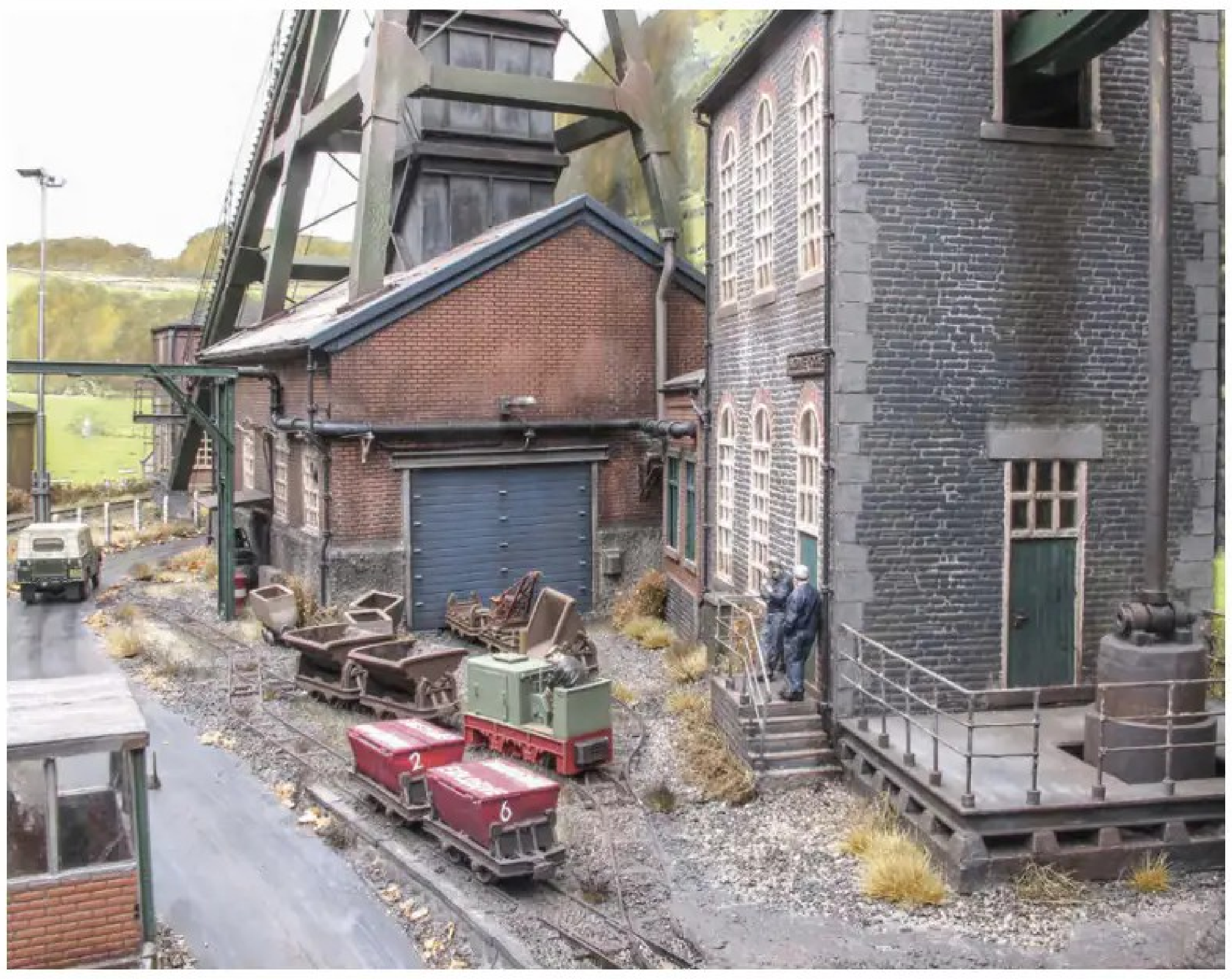
'R & J Colliery' wasn't built in a short amount of time; it took me a little over five years to complete the layout, taking my time to make sure it was done right, taking inspiration from other modellers like Dan Evason, Chris Nevard, Floris Dilz and all those who contribute to the Facebook page "Micro Layouts" and "Modelu Modellers".

If I were to build something similar, I would definitely use what I have learned while building the 'R & J Colliery', as a lot of details were an afterthought; although that also makes it a challenge as anything new has to be integrated into the existing layout.

But I would definitely use different wiring colours, dedicated to their function, as it can get a bit messy underneath the layout when there is a lot of auxiliary wiring going around to lights. I might even use some cable guttering to neaten it all up instead of using zip ties everywhere.

I do get asked for modelling advice a lot at exhibitions, and there is no real simple answer as everyone experiences the model railway hobby in their own way, but I would definitely say, less is more.

A layout can become overcrowded so very easily, which for me personally is a real let down as it most likely distracts one from the actual goal you've set for yourself in the first place. I've done a few cameo scenes here and there, but nothing mayor that distracts or is very plain and obviously placed.



ABOVE: A Kerr Stuart *Victory* enters the colliery with a set of empty wagons. The loco has been fitted with larger buffer discs to prevent buffer lock on the tight curves; other than that, she isn't bothered by the less than R1 curves.

MIDDLE LEFT: A small narrow gauge network was created to add some extra interest; the trackwork is from Auhagen and the rolling stock from Artitec. It makes excellent use of the otherwise empty space in front of the beam engine.

BOTTOM LEFT: A spot of lunch, the foreman and workmen having a sandwich and a cup of tea before carrying on with the day's work. The road vehicles are out of the box but weathered down significantly.

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That reminds me of weathering. I do get asked how I get it all looking cohesive, with my reply being that I only use a basic weathering to start with, a few basic colours that I use on everything ,so the base is always the same, and less is more!

I do have a new project on the way in O gauge, something fairly new to me as it does allow for even more detail. This is in the very early stages, with the trackwork being down, wired and tested.

It will be featuring an 18-lever frame for operating the points and signals separate from the DCC operation of the locomotives and rolling stock.

Called 'Cranmore Road', it is a big nod to the East Somerset Railway as I have built their Cranmore signal box from scratch in O gauge for the layout. Other projects are likely to be some O gauge kits and an O gauge garden railway, which is a great place to have locomotives stretch their legs.

I would like to thank Rapido Trains UK for allowing me to bring the layout to the UK and exhibit at its show at the end of September 2024. This would otherwise never have happened due to it being rather expensive.

The opportunity presented was a good way to show the layout to the public beyond the borders of the Netherlands, and it could be photographed for this article as well! ■

TOP LEFT: The wagons are all pre-painted and weathered, so they need little work apart from some residual coal or ashes. The pair of red "explosives" wagons were built from a picture and sit on a tipper chassis.

MIDDLE LEFT: Purchased fairly recently, a 16in Hunslet by Rapido Trains sits outside of the shed. The wasp stripes are added to give the locomotive more appeal.

BOTTOM: Another recent purchase, the Dapol Hawthorn Leslie, a heavy nearly all-metal locomotive with a nice sound, fitted with a "Tramfabriek" stay-alive and custom nameplates.

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Dapol O gauge 7p-004-007 gwr crimson auto coach no.37
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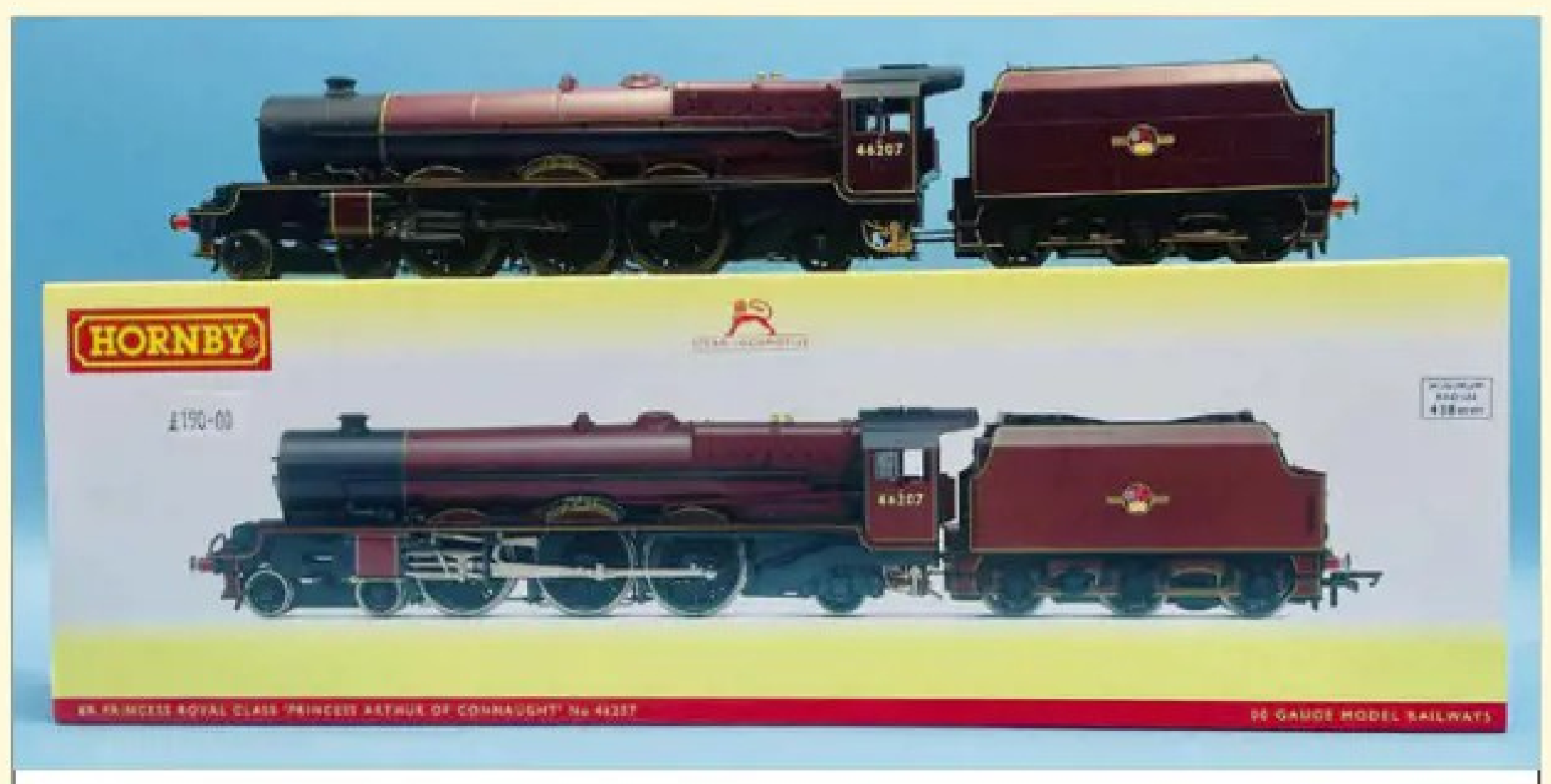
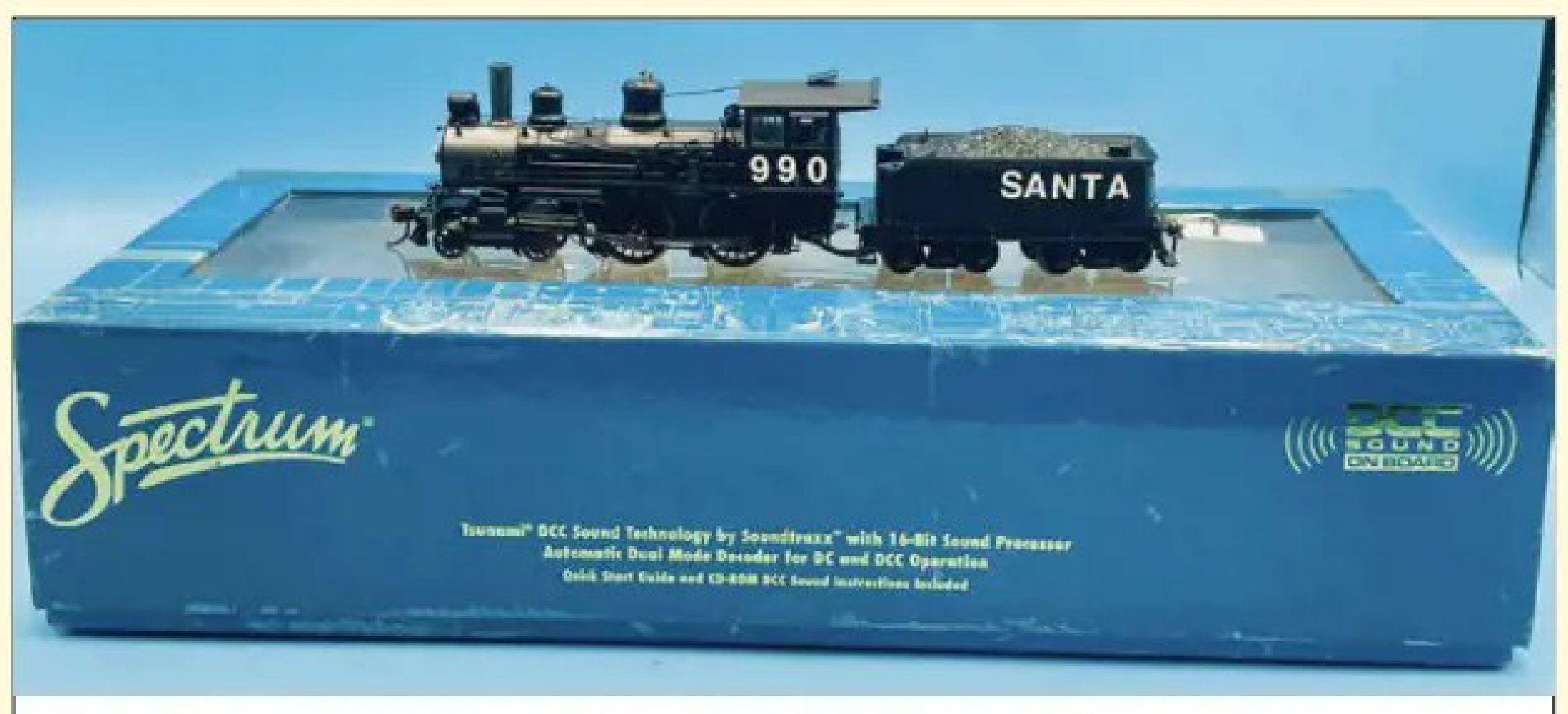


Hornby R3713 OO Gauge Princess Arthur of Connaught No.46207 WAS £190 - NOW £100!



Bachmann spectrum ho gauge 80126 Baldwin loco *dcc sound*
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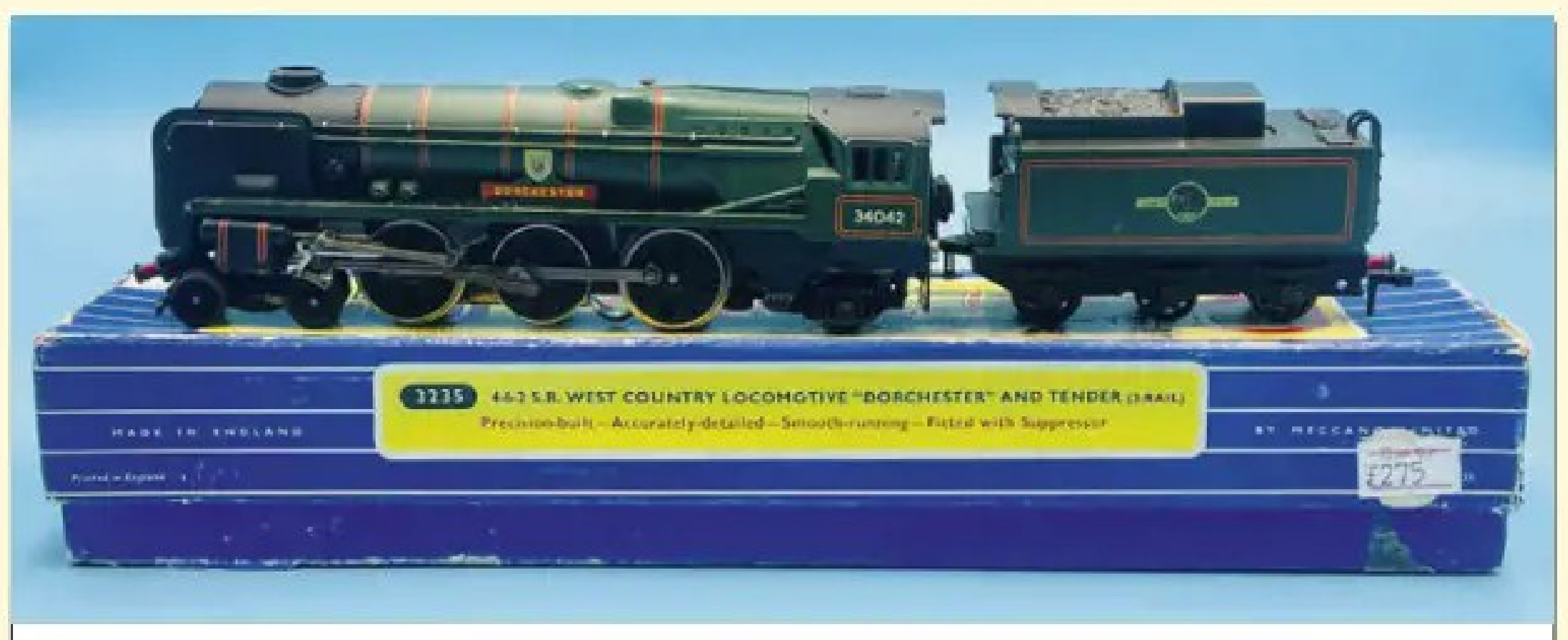

Hornby dublo 3-rail West Country Dorchester steam loco
WAS £275 - NOW £140

JRL collectibles 81819 dodge ram 3500 dually pick up truck
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Dapol 4D-014-022 br blue class 29 diesel loco *dcc fitted*
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WAS £120 - NOW £60

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Getting Practical with...

TOOL of the MONTH

Five-sided cutting broaches

What do you do if the hole you drilled is slightly too small? One answer is to use a bigger drill bit, but even though I don't have every possible size, this isn't any problem. The hole can be opened out by gently twiddling a cutting broach in it. It will open out the aperture gradually, to exactly the size you require. Sold in sets of different sizes, these tools work best on metal and Plastikard.

Ask Phil

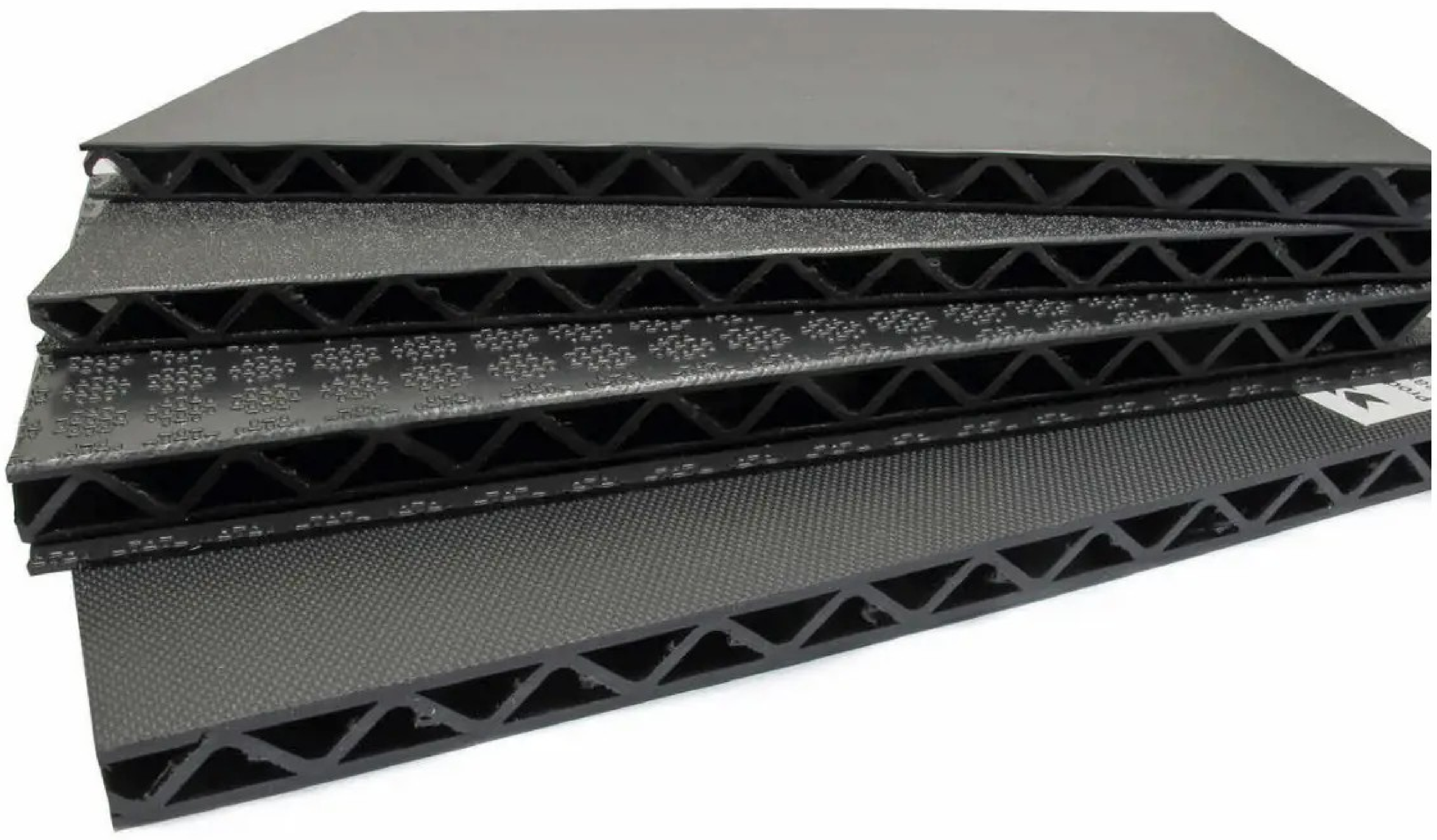
How do I keep my nozzle clear?

After each use, turn the aerosol can upside down, and push the nozzle. Hold it until no more paint comes out. This works because the pickup tube inside the can is now being fed with propellant, which is lighter than the paint. Thanks to John Dunford for this suggestion.

New on the workbench

Recorelite panels

At the NEC last year, John Weightman dropped by our stand to show me some thermoplastic panel material intended for use as the beds in lorries and pickups. 10mm thick, his suggestion was it could be used for baseboards in place of plywood. Easy to saw, it can be glued together with plastic pipe adhesive. It's certainly strong and reasonably light, so we've tried a sample in a project this month. **www.recorelite.co.uk**



Phil Parker

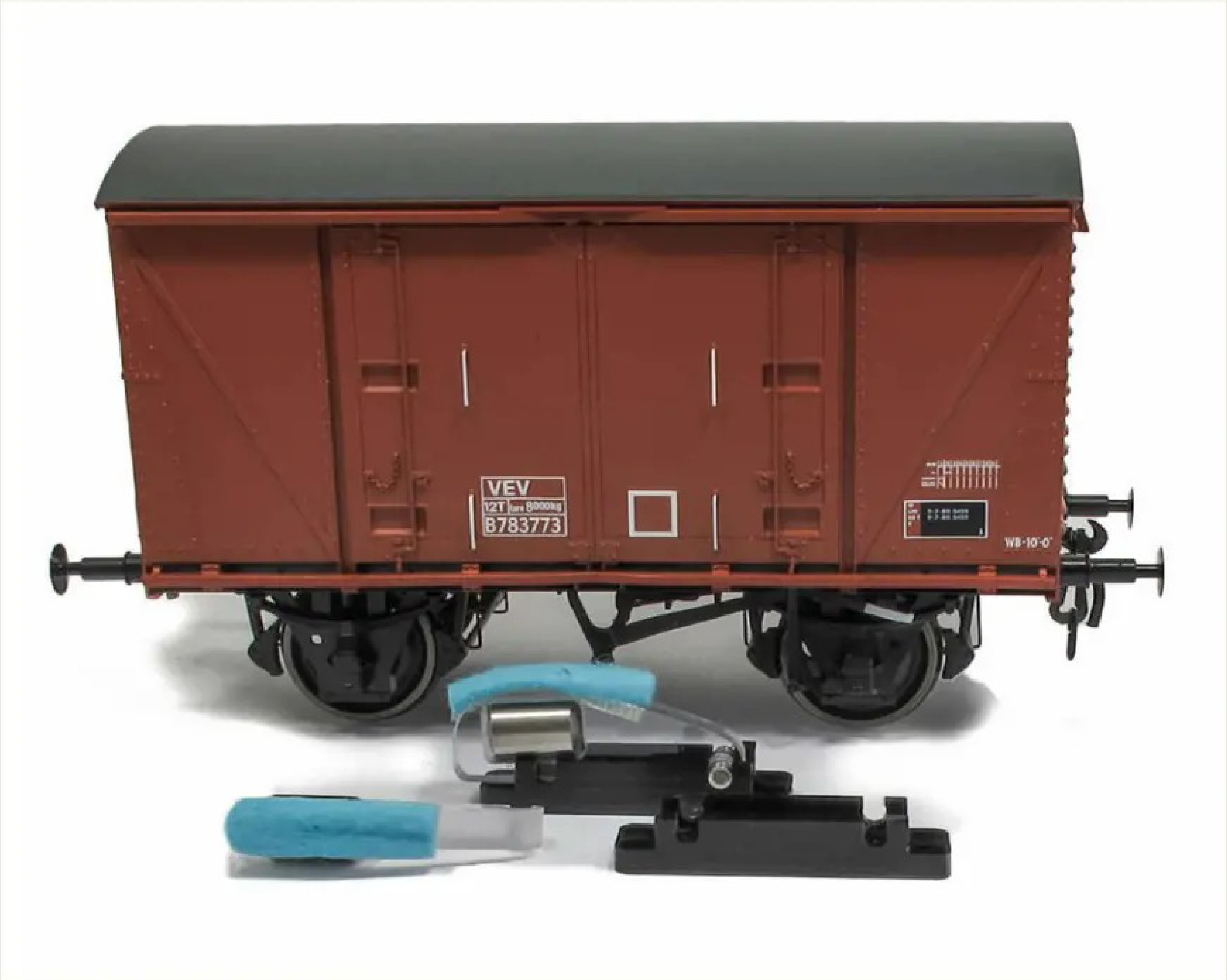
Michael Russell

Darius Aibara

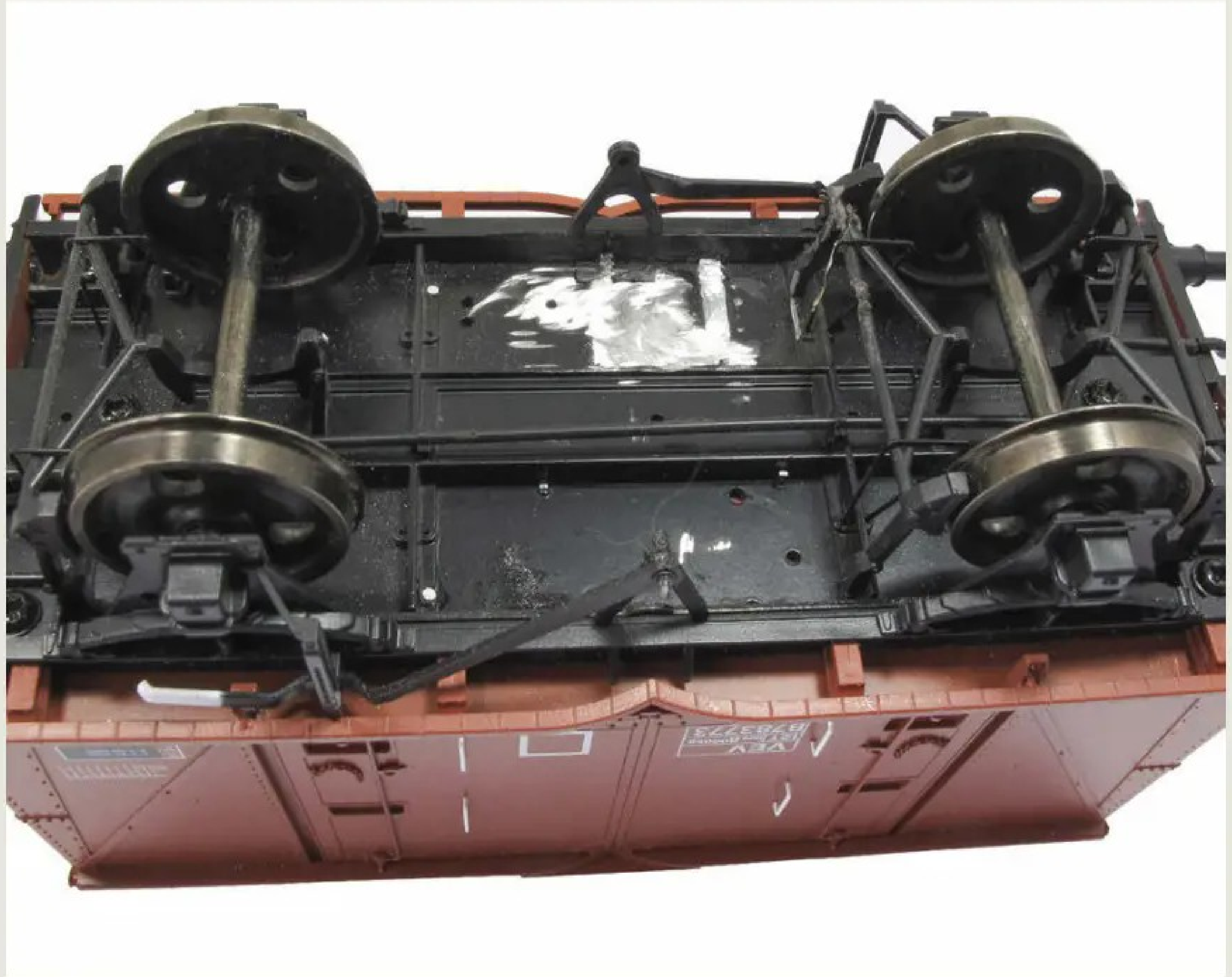
Tony Wright

Build an O gauge track cleaning wagon

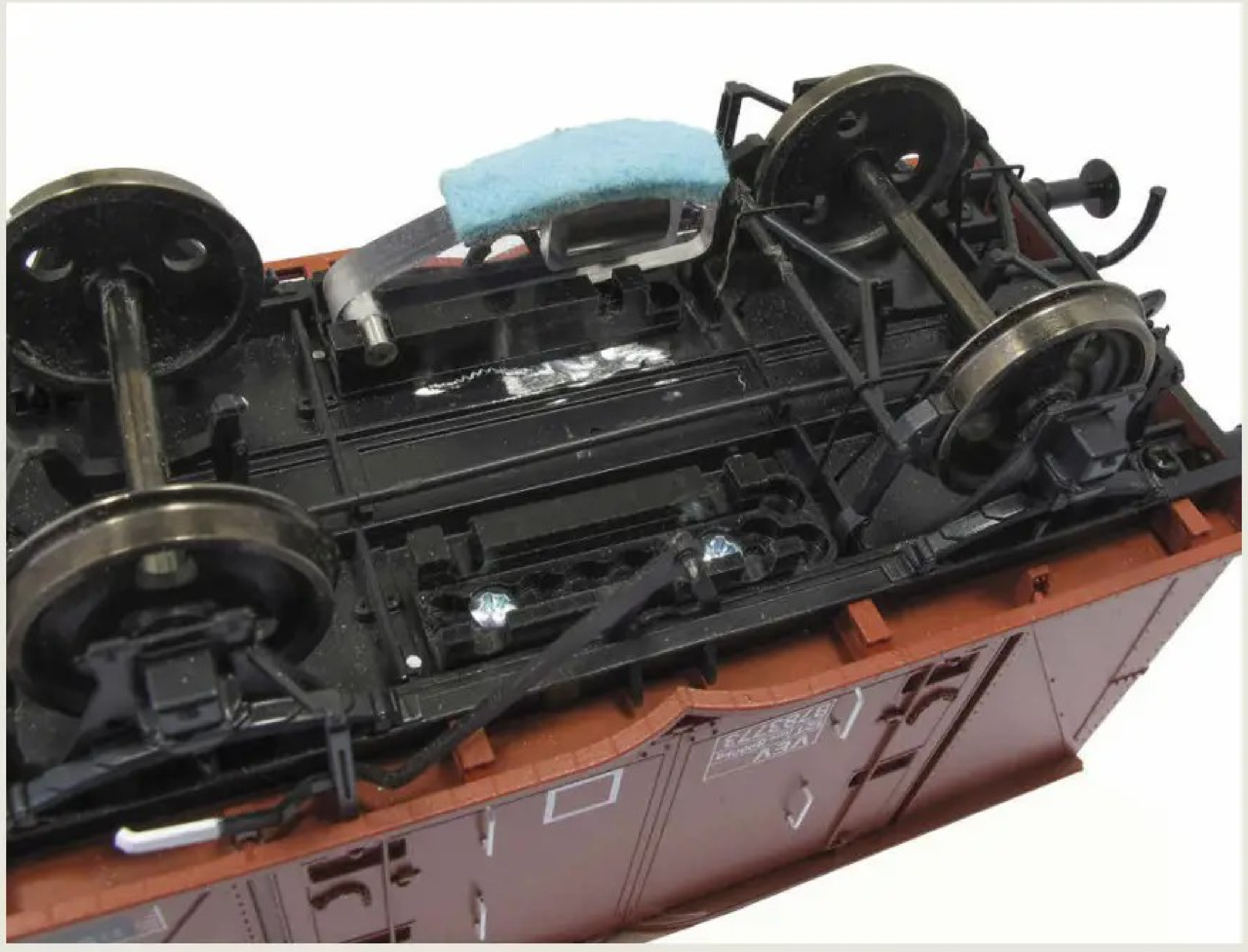
Keep your rails clean during a running session by converting a wagon with this kit from Ten Commandments.



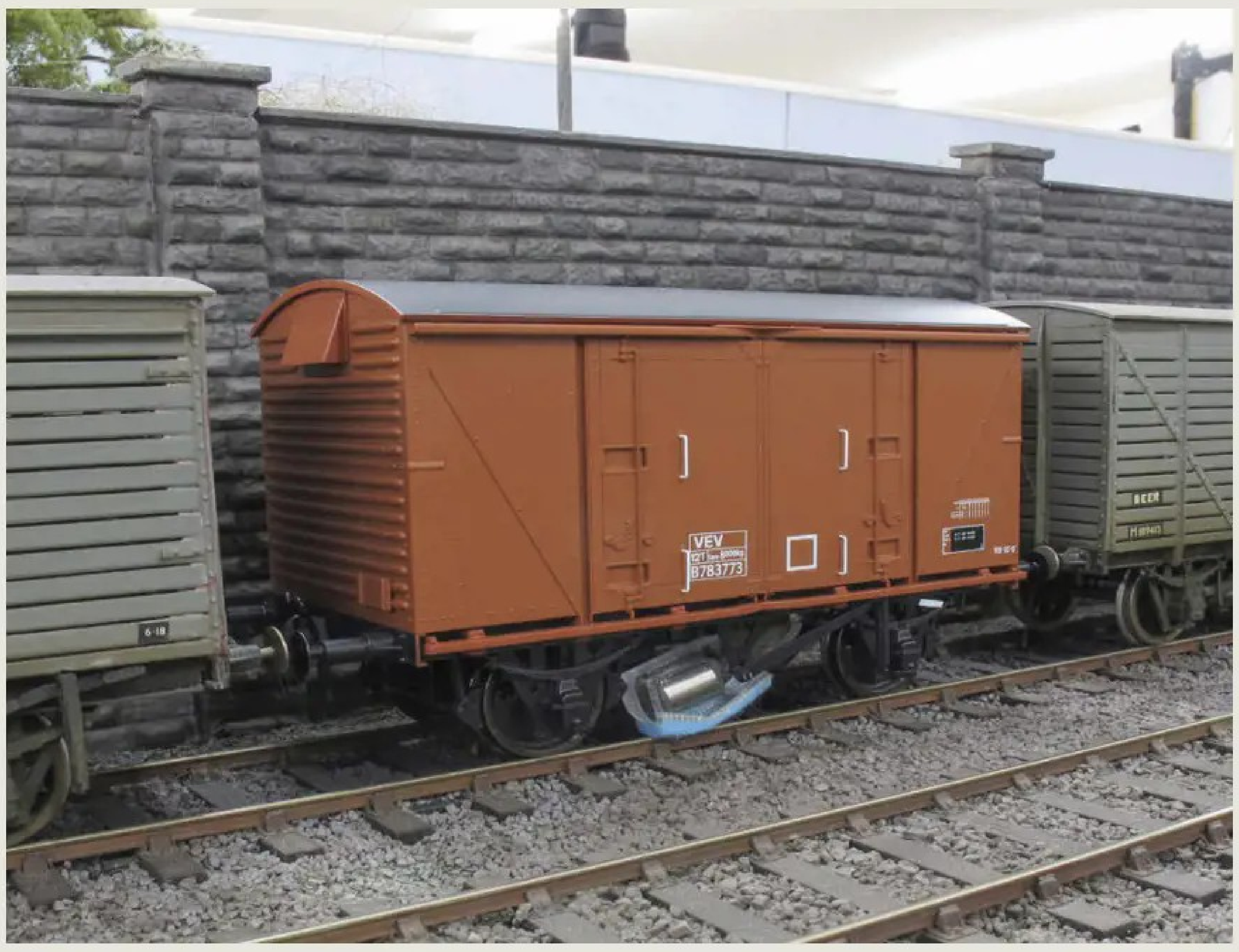
1 We are using the O gauge kit, which I'll fit on the bottom of a Dapol Vanwide. In OO and N gauges, ready-to-run versions are available, but they all work in the same way.



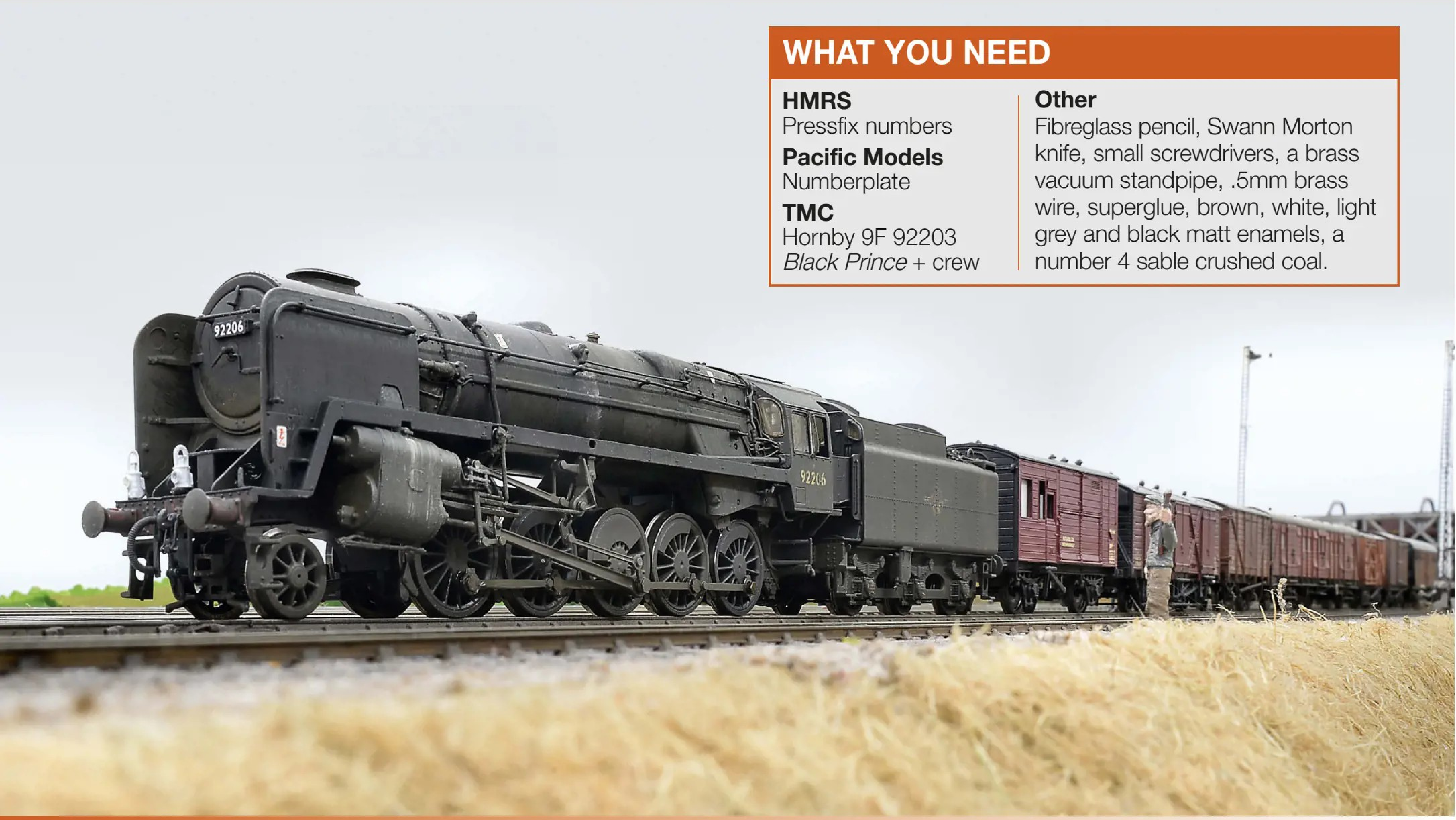
2 Some of the brake gear has to be removed, including one pair of shoes. There are a couple of ribs moulded into the diecast floor, which required the attention of a slitting disk in a Dremell.



3 The black base units need to be shortened slightly to fit under the floor and then are screwed down with their thin-walled side nearest the solebar. One needs a little modification to clear the compensation unit.



4 On the track, the arms swing down, rubbing the felt on the rail tops. They seem happy running over points and track joints in any direction. A coat of black paint would make the arms less visible, although they aren't as obvious in real life.



WHAT YOU NEED

HMRS
Pressfix numbers

Pacific Models
Numberplate

TMC
Hornby 9F 92203
Black Prince + crew

Other
Fibreglass pencil, Swann Morton knife, small screwdrivers, a brass vacuum standpipe, .5mm brass wire, superglue, brown, white, light grey and black matt enamels, a number 4 sable crushed coal.

Altering Hornby's 9F 92203 *Black Prince*

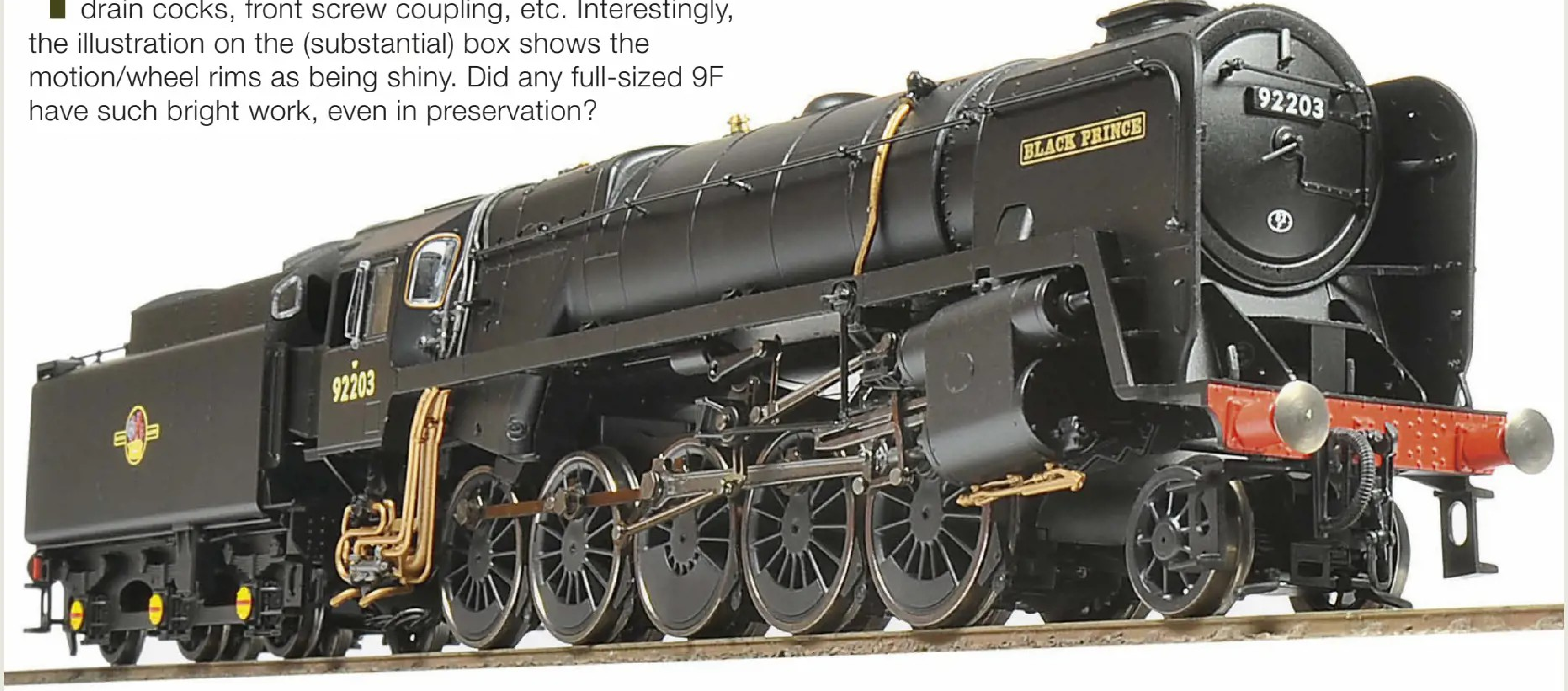
Tony Wright

AS I'VE mentioned before, I've been delighted with the responses to some of my recent articles in BRM where I've described modifications/alterations/improvements/etc, with regard to what one might call items of 'budget modelling'. Often, this has meant taking a poor old thing, spending precious little on it and then 'bringing it back to life', so to speak. There's nothing poor or old about this latest project because it involves a brand new Hornby locomotive in the form of the preserved 9F 2-10-0, 92203 *Black Prince*. But I think it can qualify as 'budget modelling' because, just prior to Christmas, The Model Centre (that excellent Yorkshire firm) was selling examples of this model at an incredibly low price; a really low price for such an exceptional model, and I acquired one for the purposes of this article. As is well known, I'm not really a user of RTR, but, such is the quality of the starting point that I thought it worthy of investigation. And, it should be stated from the outset that nothing I've done on this model is because I was dissatisfied with it in any way; I just wanted something 'more personal'.

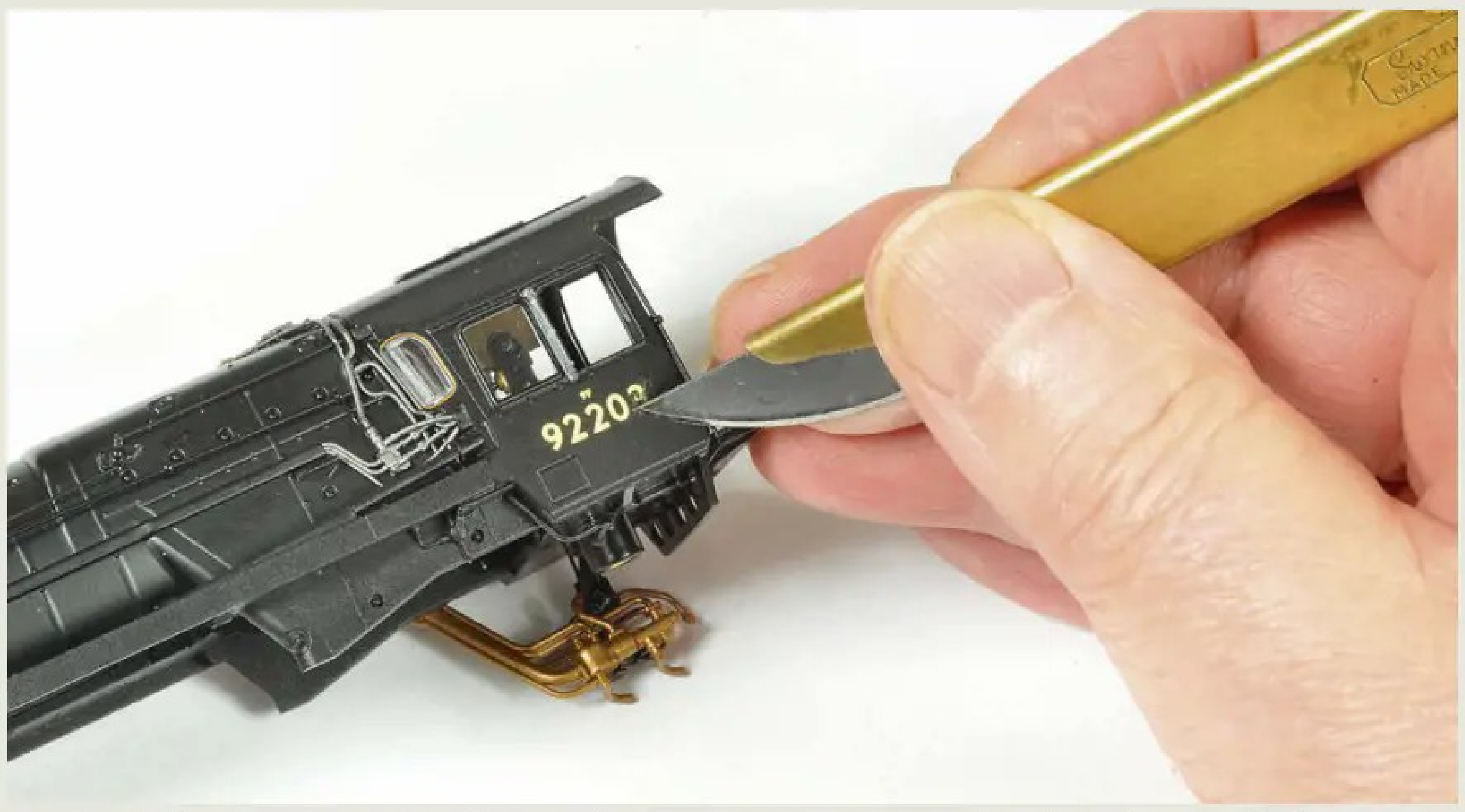
The 9Fs were among the most useful large steam locos ever built in this country; perfect for heavy freight and also capable of high speed on passenger traffic; versatile, reliable and economical, it was a wicked waste that the class had such a short life. The loco in question, 92203, was built at Swindon in 1959 and was withdrawn after a paltry existence of only eight years. Initially shedded on the Western Region, it ended its days at Birkenhead (where I saw it). It was then purchased by the artist David Shepherd (who gave it the name *Black Prince*) and has been preserved ever since, working first on the Longmoor Military Railway, on specials on the main line and running on several preserved railways. Amazing – eight years revenue earning service for BR and getting on for nearly 60 years in preservation!

Since the model's current guise only suits those preservation years, I decided to alter it to a different one in BR service, 92206 in this instance. First allocated to the Western Region, it then moved to the Southern Region before ending up at York in 1963 (later moving to Wakefield prior to withdrawal in 1967). I've depicted the model during its time at 50A.

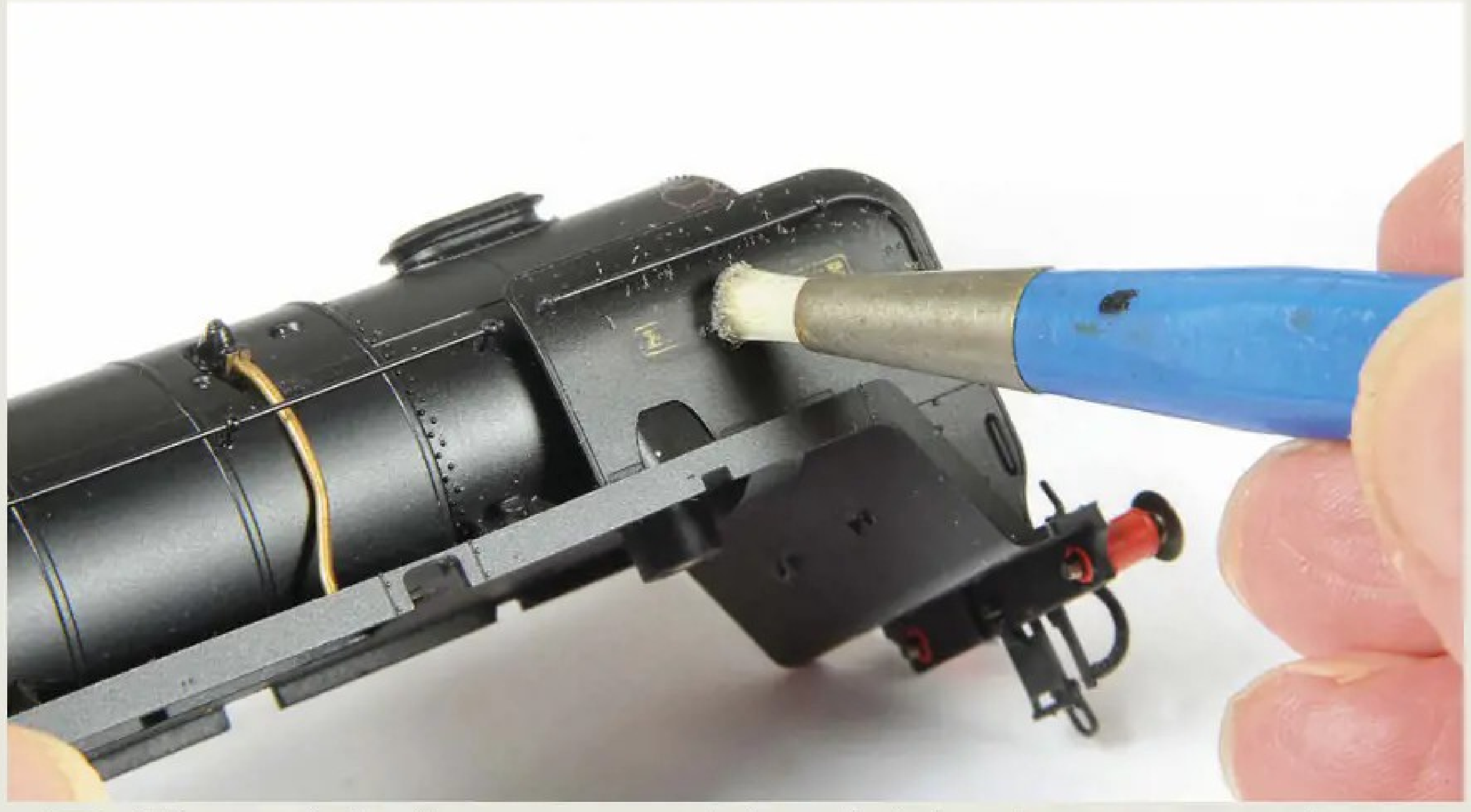
The following pictures show how I got on with my alterations...



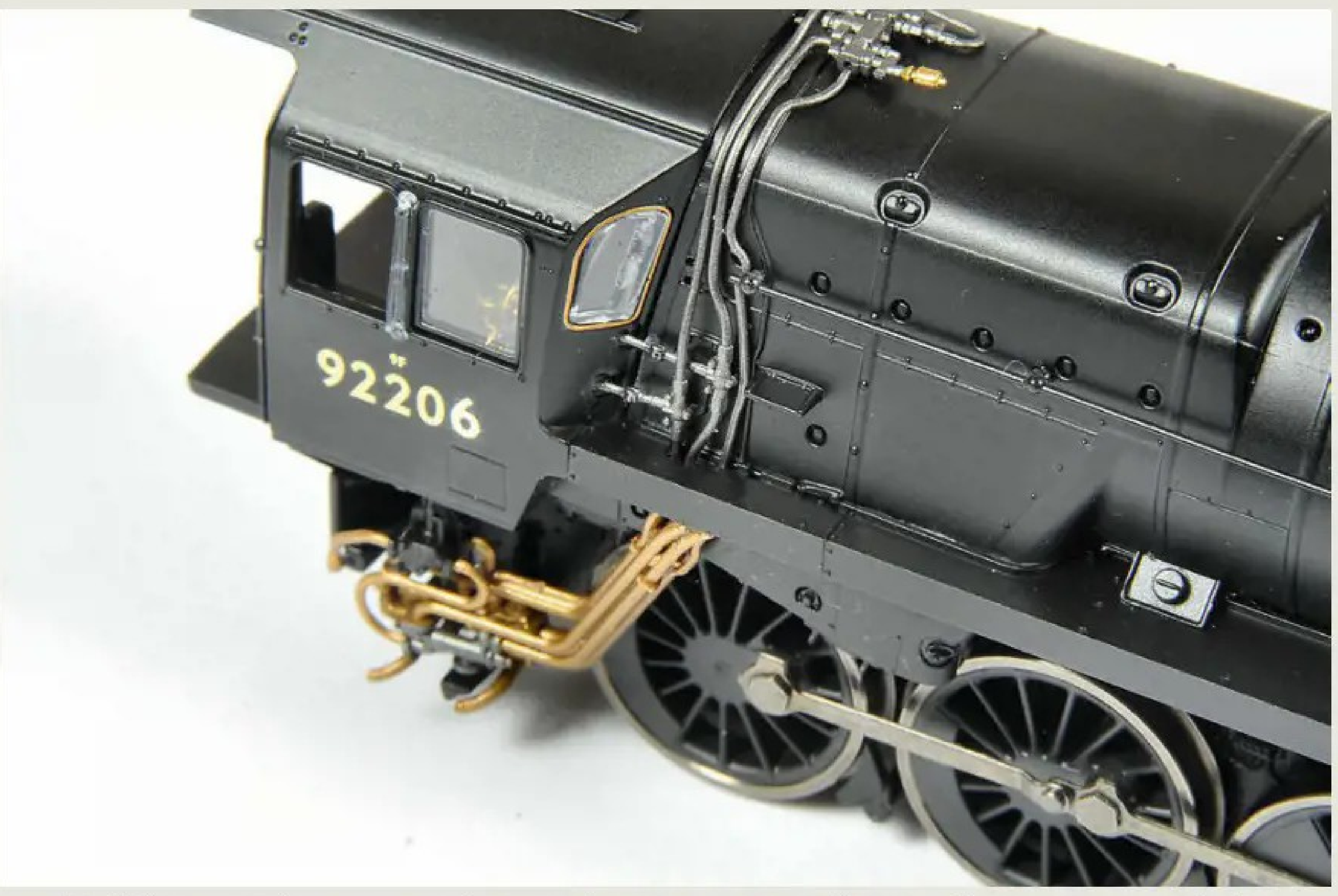
1 The model with some of the additional parts supplied already fixed in place – front steps, cylinder drain cocks, front screw coupling, etc. Interestingly, the illustration on the (substantial) box shows the motion/wheel rims as being shiny. Did any full-sized 9F have such bright work, even in preservation?



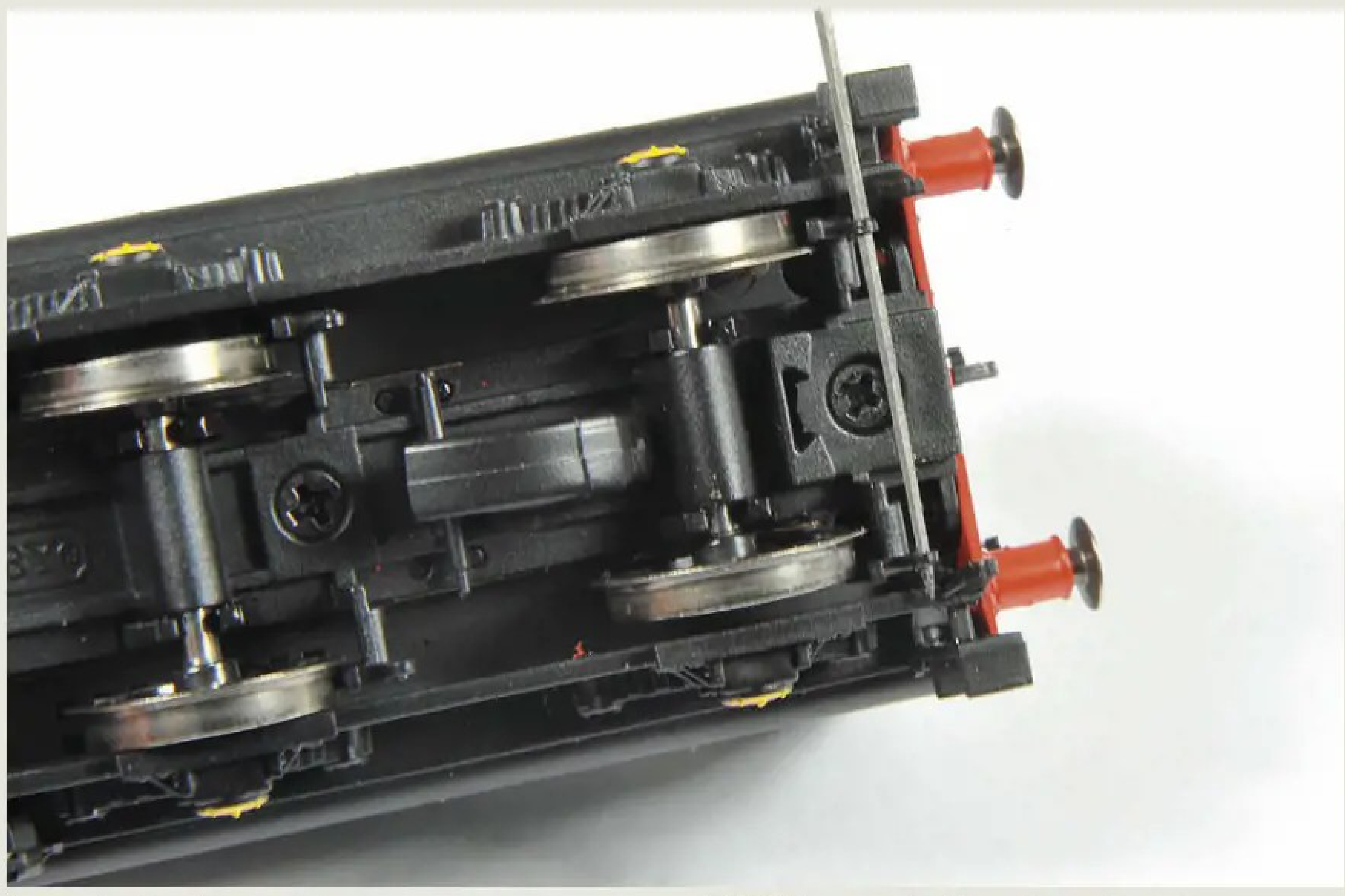
2 The new number chosen meant only the last digit each side had to be removed; easily, if carefully, achieved using a curved blade in a Swann Morton knife.



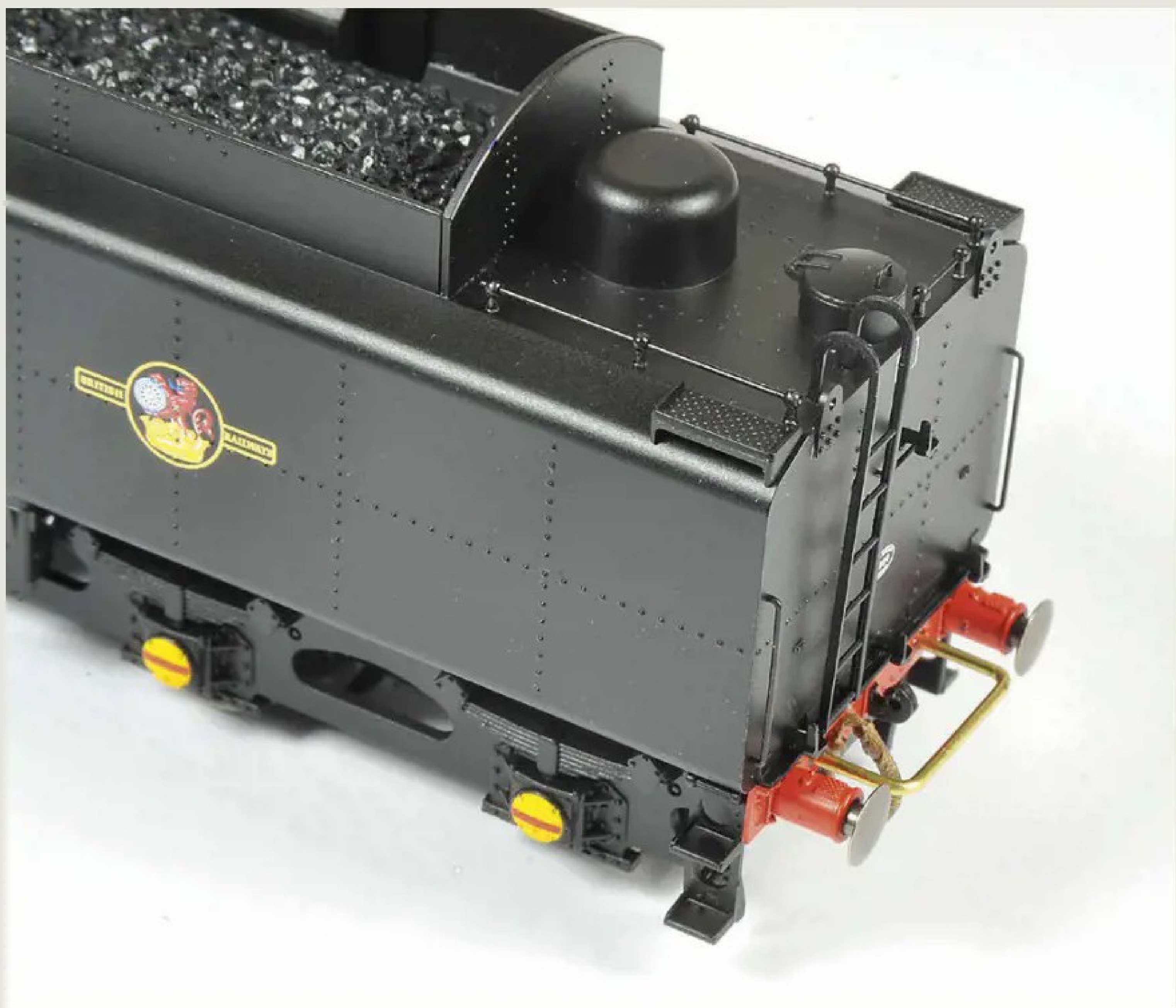
3 The printed-on nameplates (etched ones are also supplied) were easily removed from the smoke deflectors with a fibreglass propelling pencil.



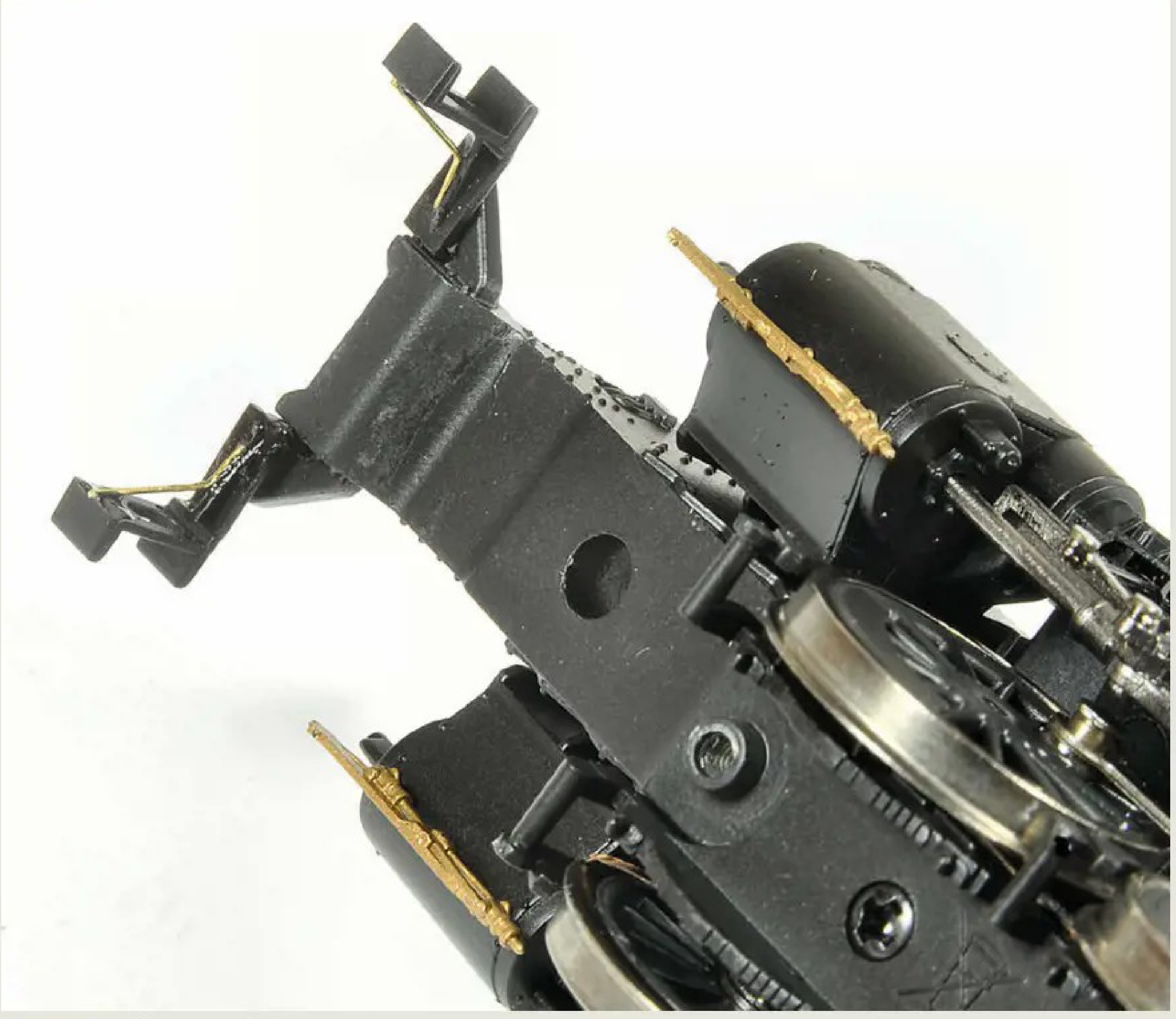
4 The replacement numbers came from the appropriate HMRS 'Pressfix' range. More recent sheets have not been as user-friendly as in the past (paper carrier not separating). The match isn't exact in tone, but weathering will disguise this.



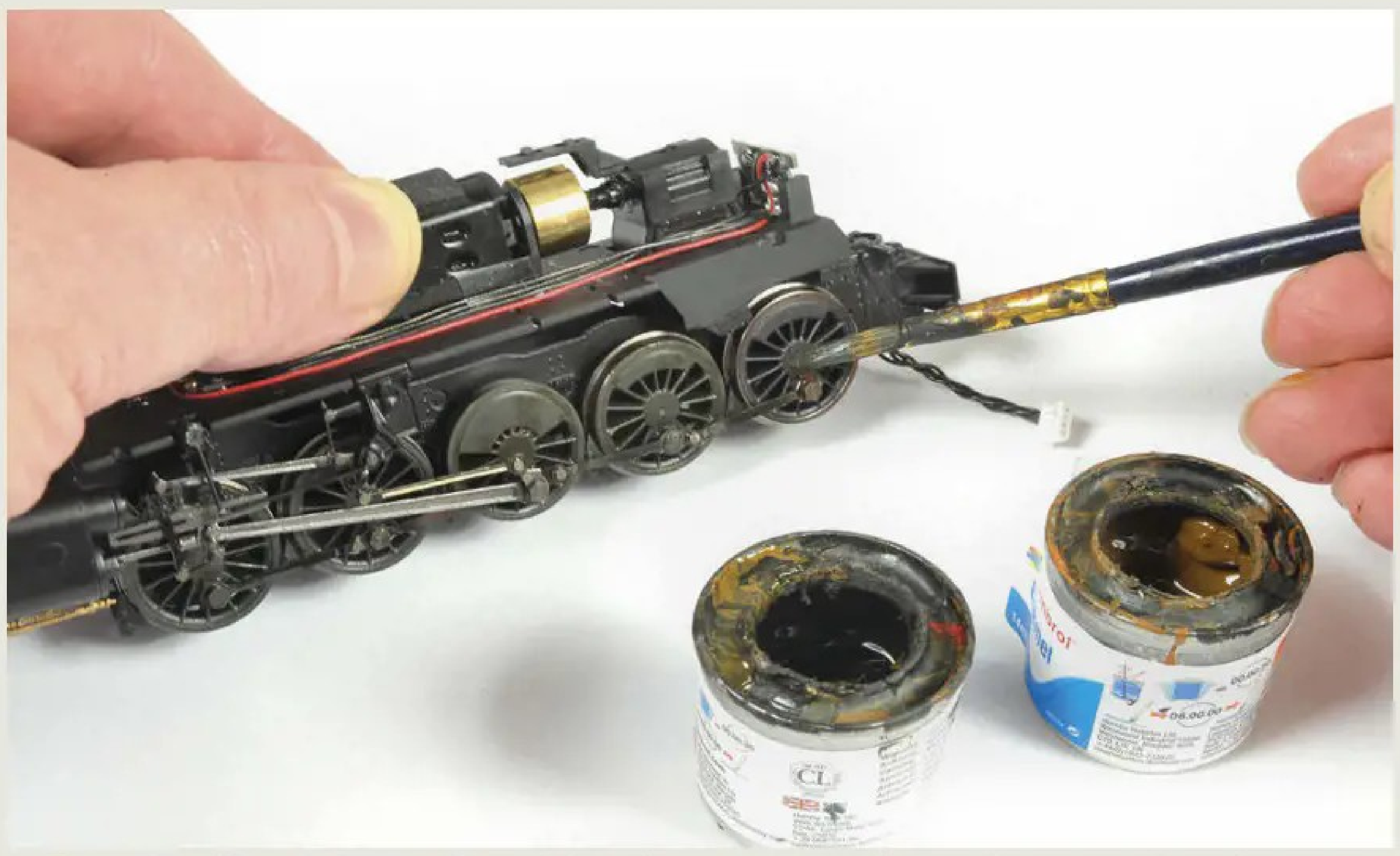
5 As is all too common on RTR models, the brake rigging was a very tight fit. Too tight in this case on the tender, so the holes in the brake shoes' lower ends had to be carefully broached out.



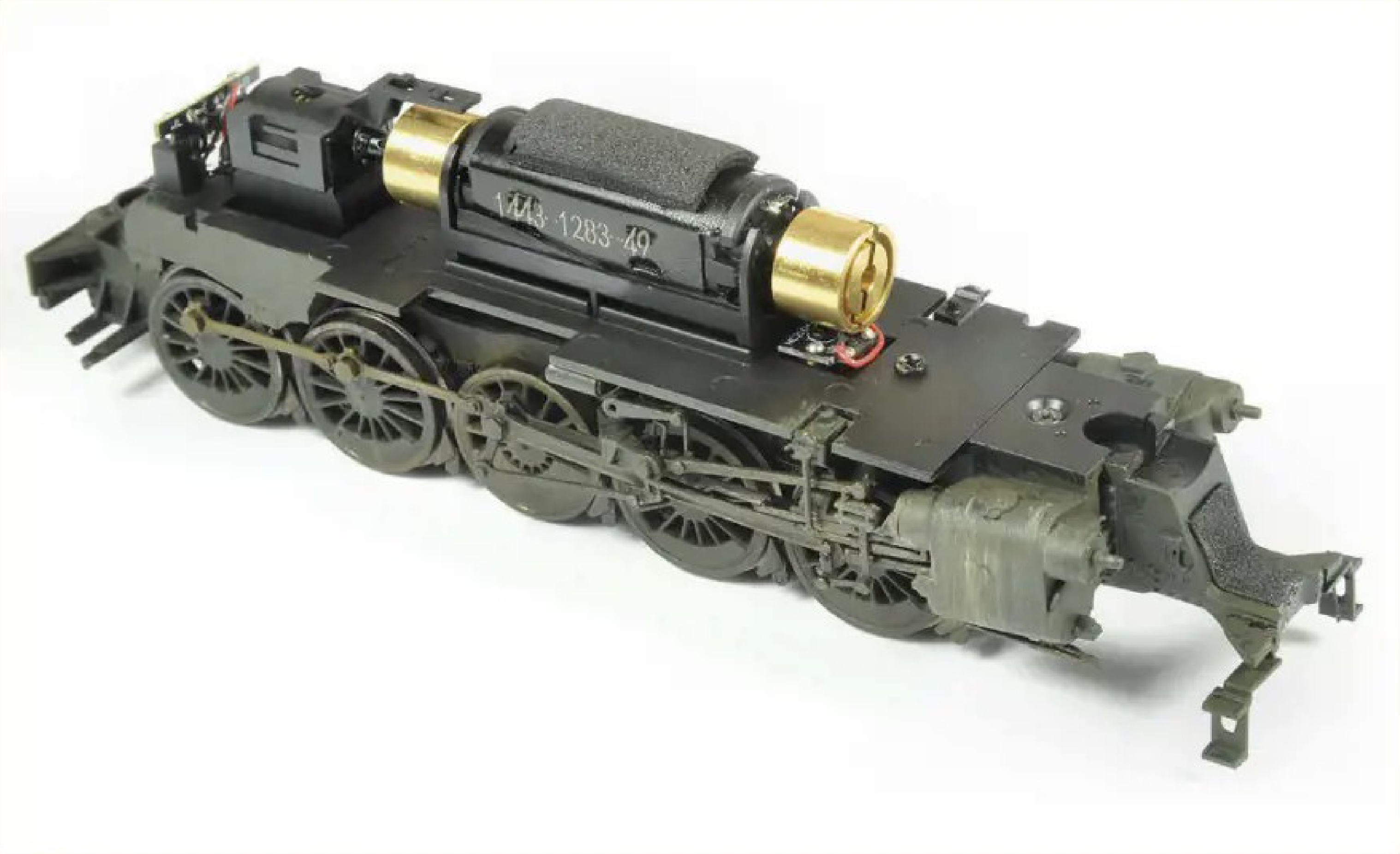
6 I have a morbid loathing of tension-lock couplings, so substituted this simple wire goalpost at Sprat & Winkle height. No vacuum standpipe was provided for the tender, so I substituted a brass one from stock.



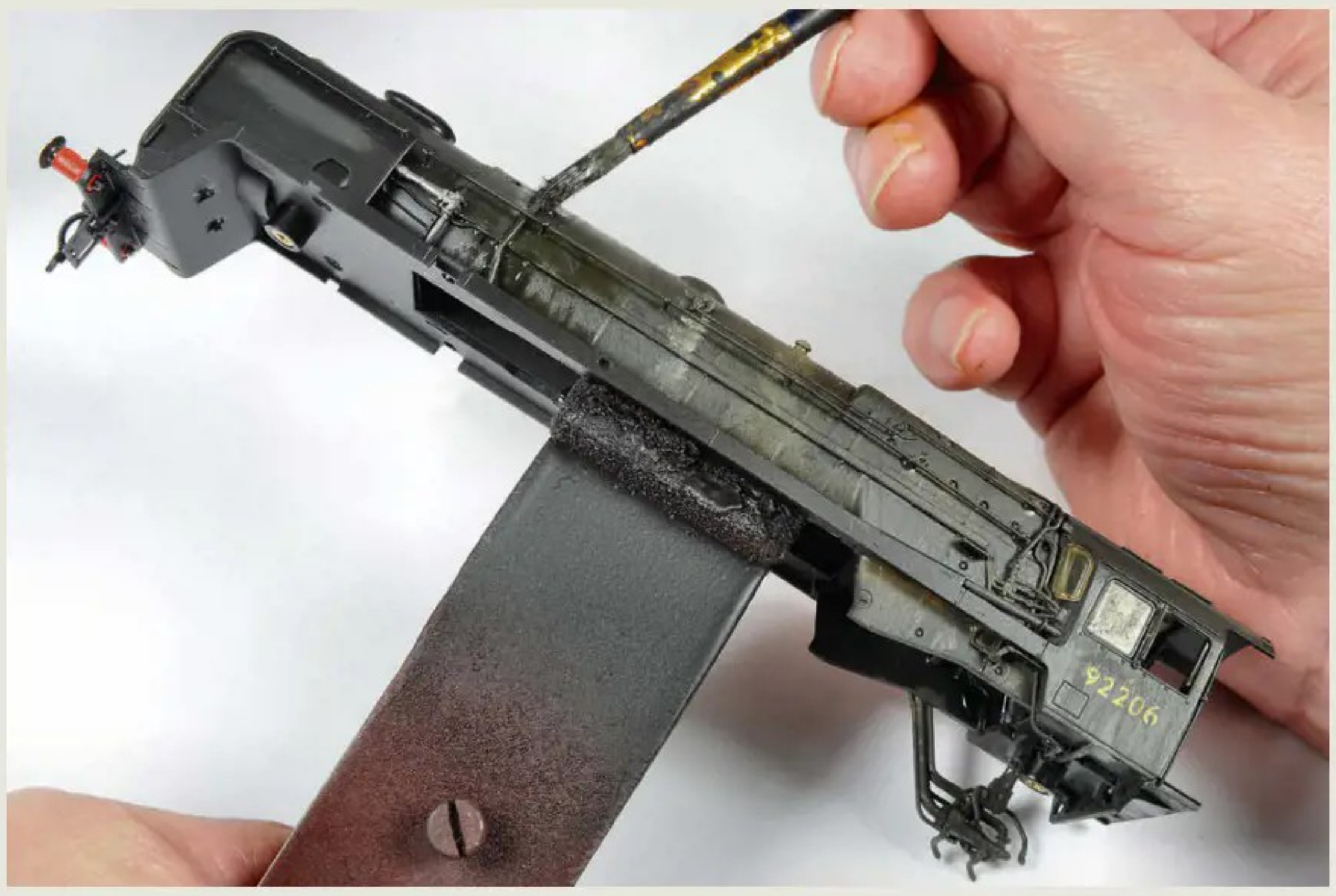
7 One distinctive feature of many locos' front steps was the triangular support behind them; easily represented here with .5mm brass wire, shaped and super-glued in place.



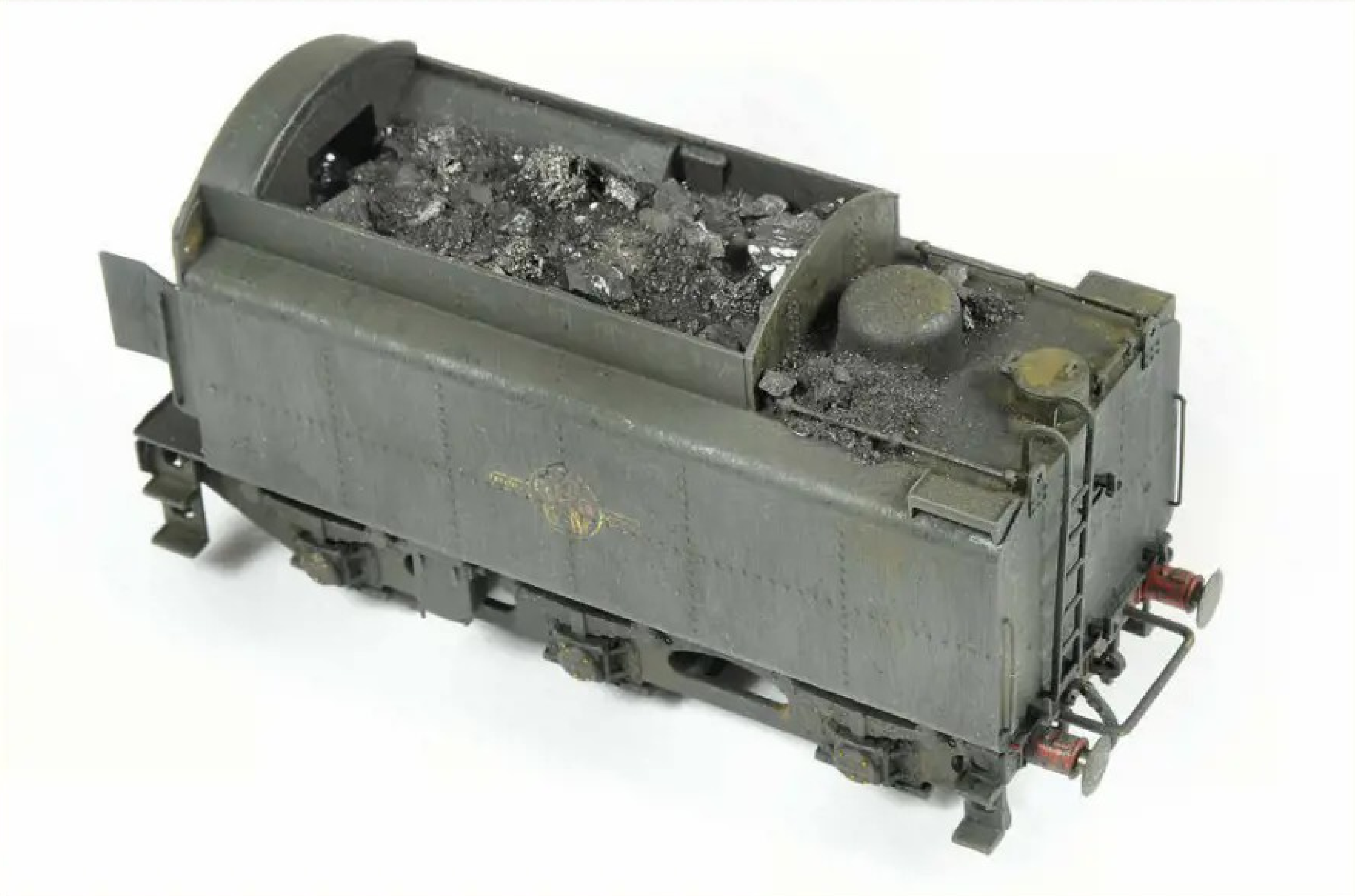
8 As I've described in the past, chassis weathering was carried out using a rather tatty sable and appropriate matt brown and black enamels.



9 The weathered chassis looks much more lifelike. The drive in this loco is incredibly quiet, smooth and powerful.



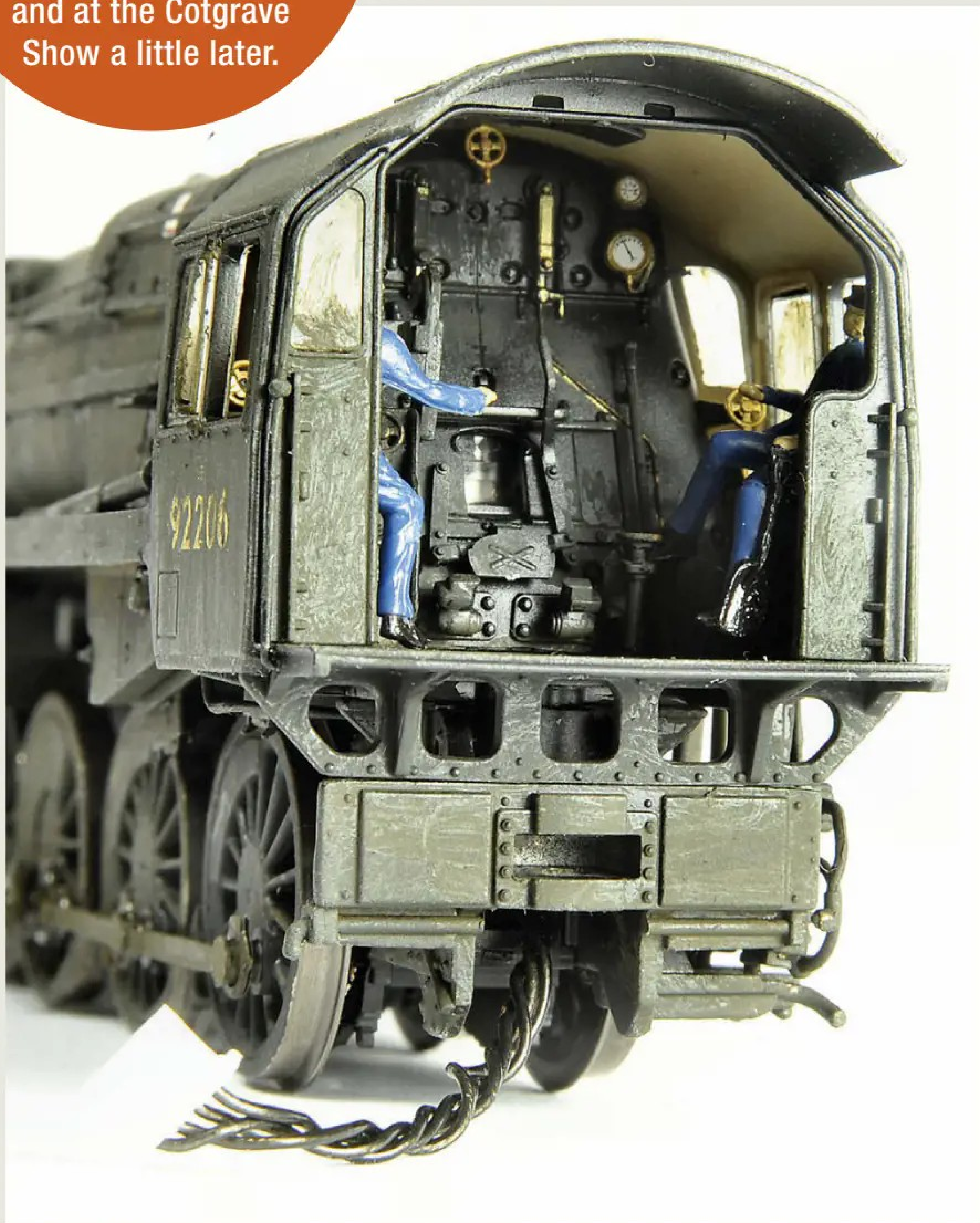
10 Similar weathering techniques were applied to the bodywork but with the addition of light grey and white matt enamels. The trick is to always keep a 'wet edge', working in sections replicating the effects of gravity.



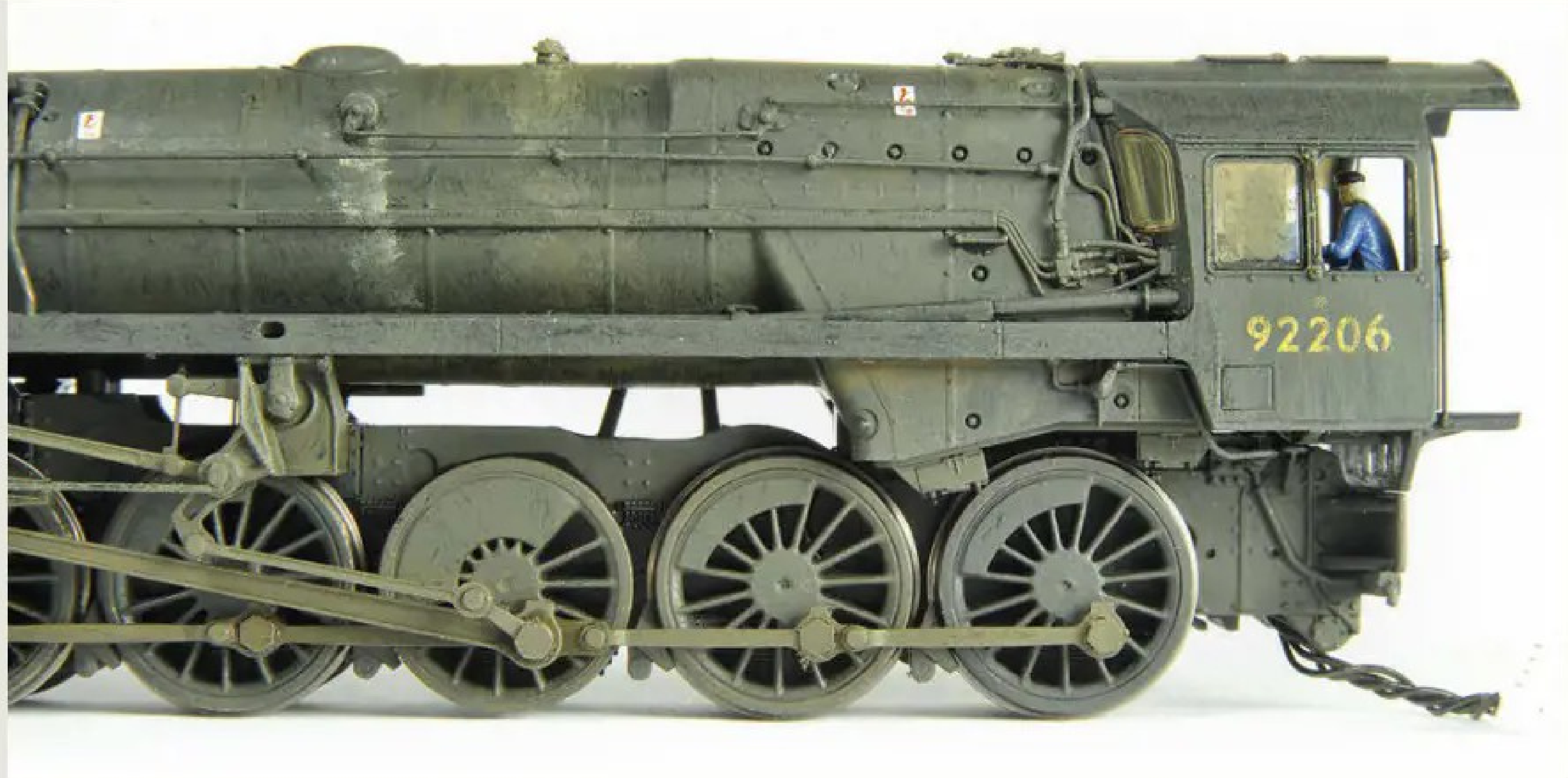
11 The tender was weathered using exactly the same methods and materials. The addition of real, crushed coal is a must, and note how some has spilled over from the bunker to the rear.

SEE IT IN ACTION

If anyone would like to see it, it'll be on my stand at the York Show over Easter and at the Cotgrave Show a little later.



12 A set of crew members was supplied, a driver and fireman; the pair was duly fitted – stuck in repose with superglue – 9Fs were easy to drive and fire!



13 One feature that has never been fitted on RTR 9Fs is the prominent sandpipes, easily seen in silhouette. These were formed from appropriate diameter wire and super-glued in place – relatively easy on the Hornby 9F because its frames are 'open'.

14 All my alterations/modifications complete, though I've yet to fit a 50A shedplate. The front numberplate came from Ian Wilson's Pacific Models range.

15 No models I'm responsible for (modified RTR or kit-/scratch-built) escape being weathered – 9Fs in particular. There's plenty of colour source material for guidance, so always consult it.

16 In service on 'Little Bytham'. Shedded at York, it's likely that 92206 might well have been seen here, but four years after the station was demolished. Still, Rule 1 applies. I'll have to shorten the drawbar, though.

92206
RETURN TO NEWMARKET

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Build a Dapol Brake Van Kit

Darius Aibara

THE DAPOL brake van kit was first released by Airfix in 1961 and represents a standard British Railways 20-ton brake van. In this article, I will show how to build this relatively simple kit using the kit-supplied parts and decals.

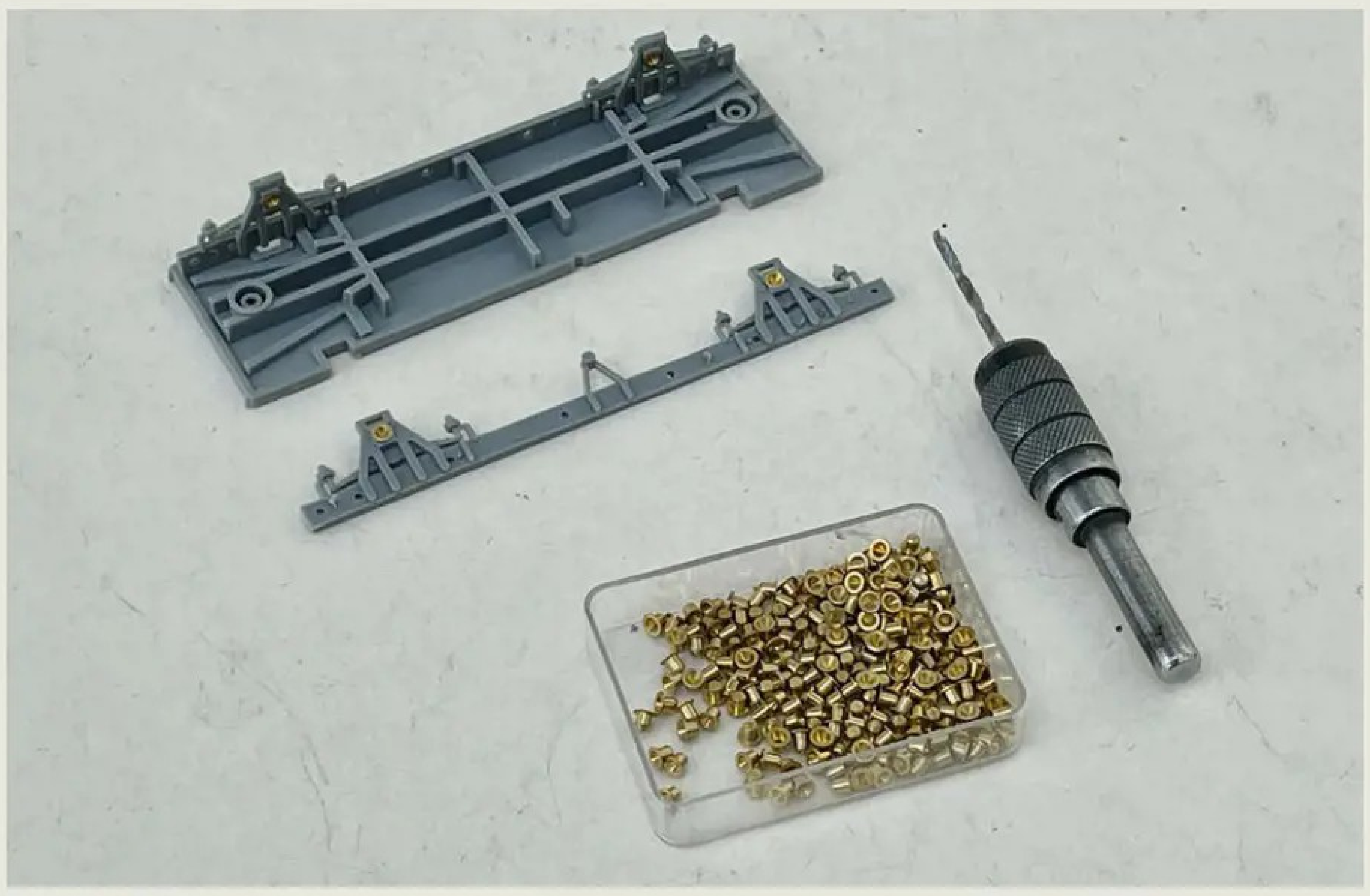
WHAT YOU NEED

Dapol
CO38 Brake Van kit

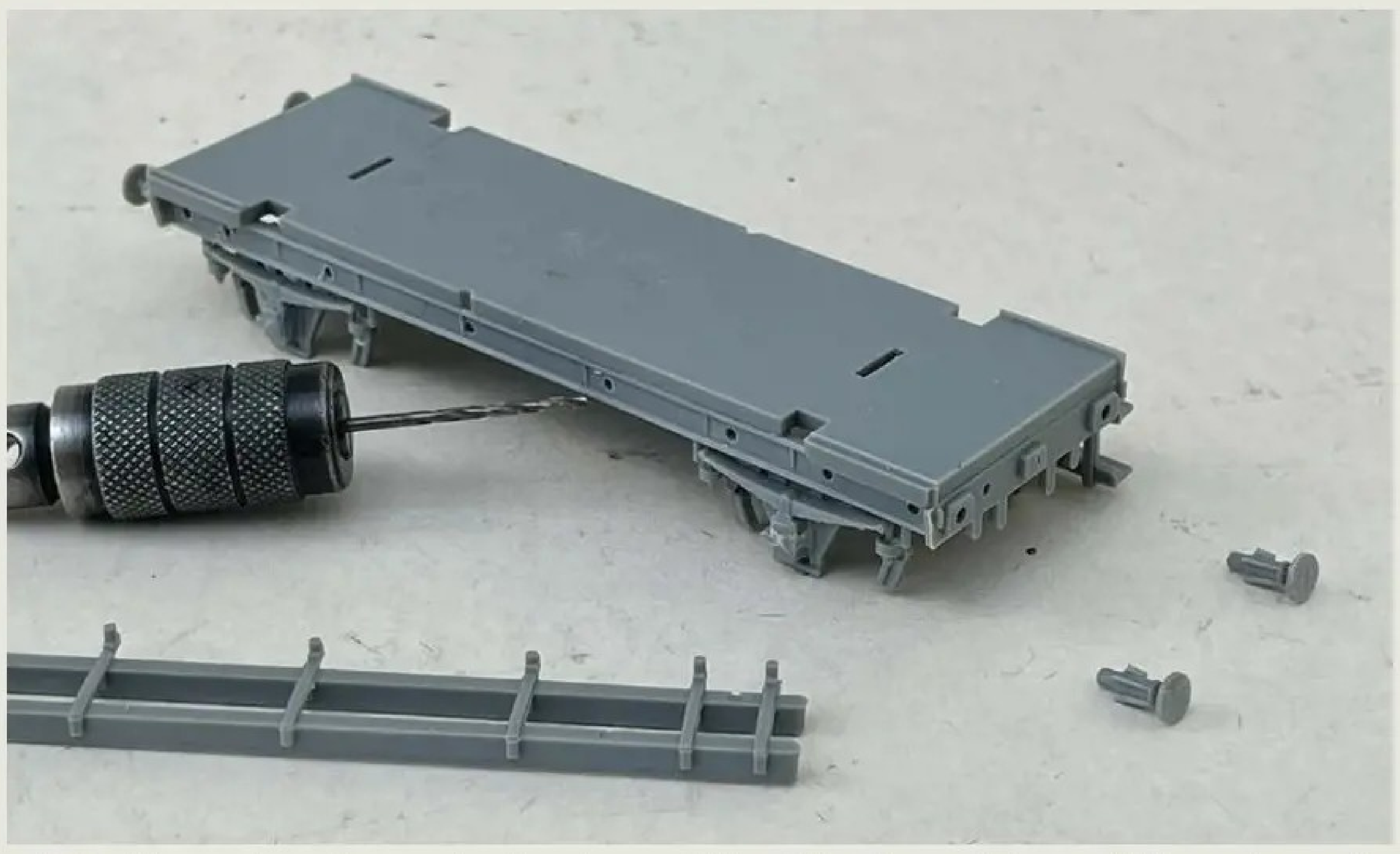
Humbrol
Matt white paint
Matt black enamel paint

Parkside
NEM coupling mounts

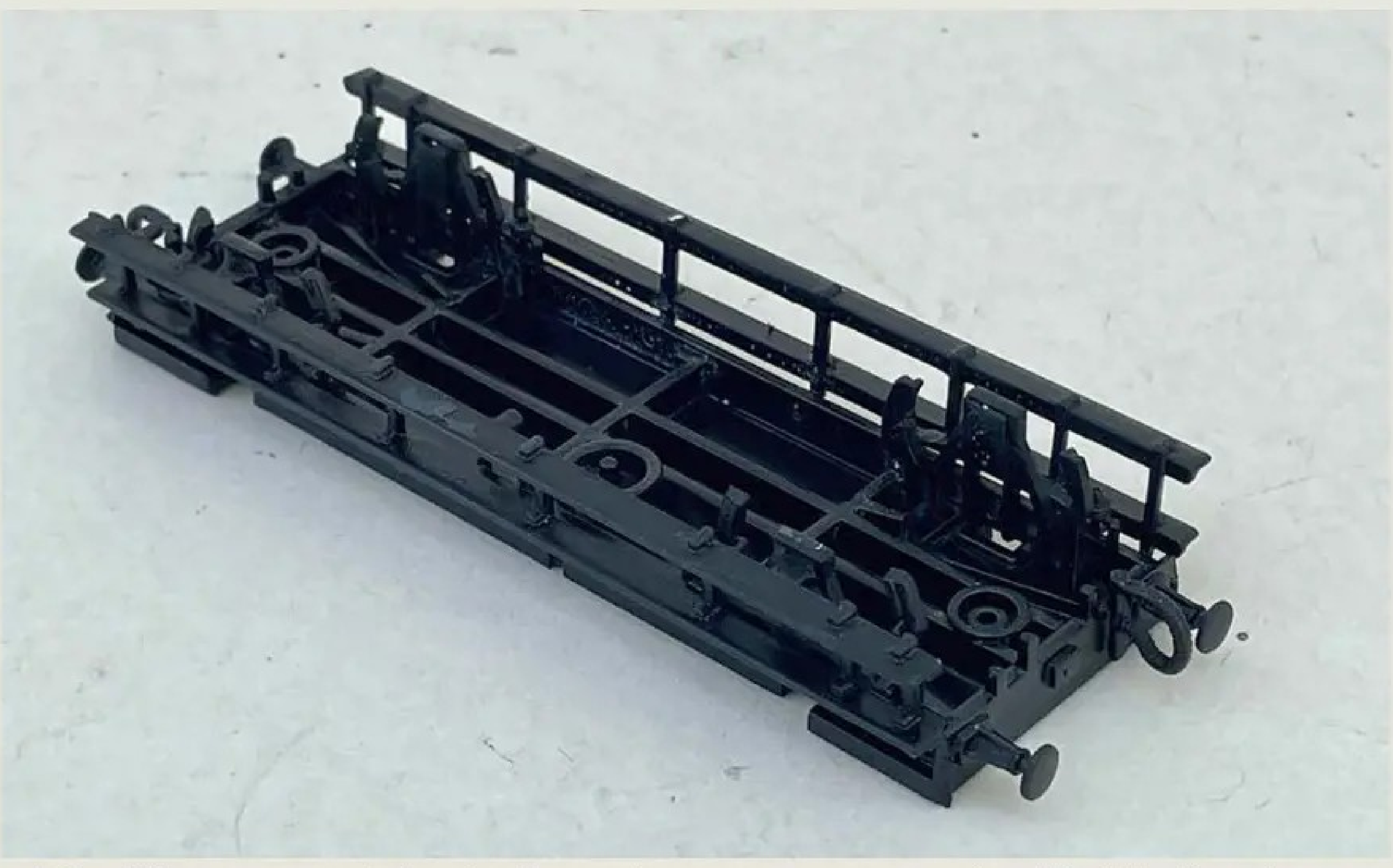
Other
Craft knife, fine paint brushes, medium and fine wet and dry paper, small diameter drill bits and a pin vice, Halfords satin black spray paint, Phoenix enamel wagon bauxite paint, Plastic Magic adhesive, brass bearings, NEM tension-lock couplings.



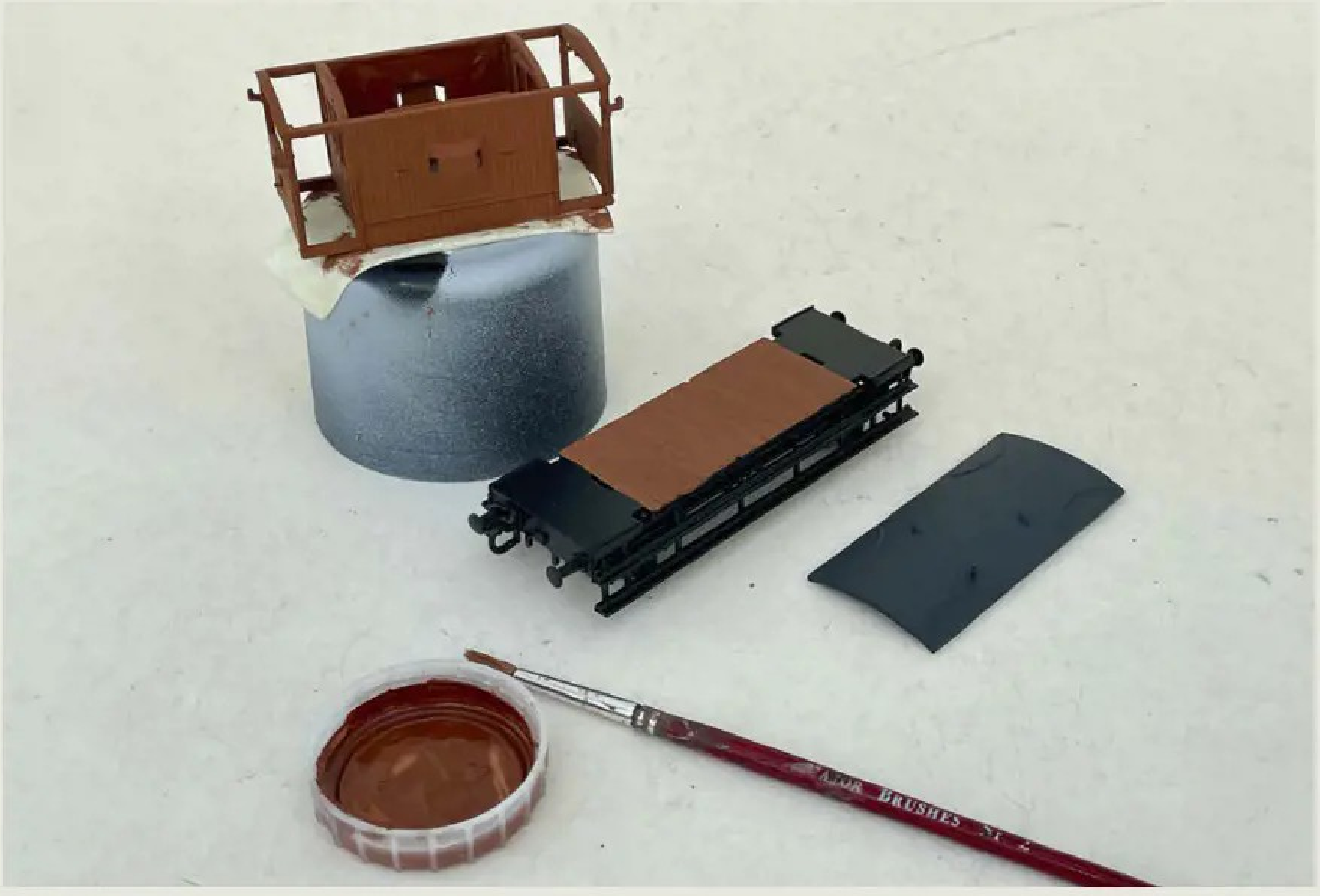
1 Assembly commences with the chassis side frames and base. The kit provides a pair of metal wheels, so I added brass bearings to enable them to run freely. This necessitated drilling out the wheel bearing areas in the side frames to enable the brass bearings to fit. The side frames also have to be fitted a few mm further out on the chassis base than the kit instructions indicate to enable the wheels to turn freely.



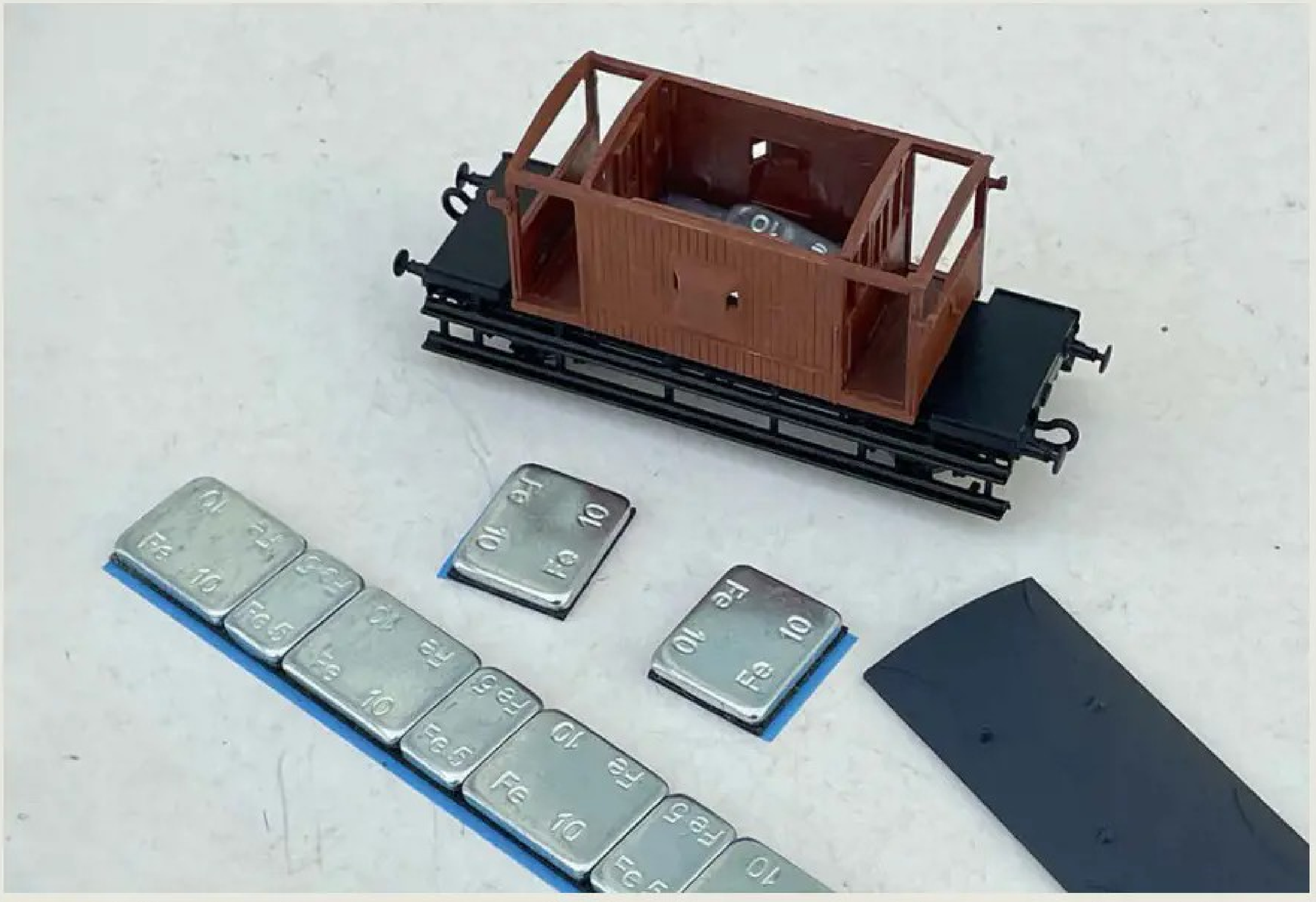
2 The step boards that are fitted to the sides of the chassis are moulded as single parts for each side and have fixing lugs that engage in the tops of the side frames. Due to the age of the moulds, the fixing holes are flashed over and need to be drilled out to enable the step boards to fit. The same has to be done with the buffer fixing holes.



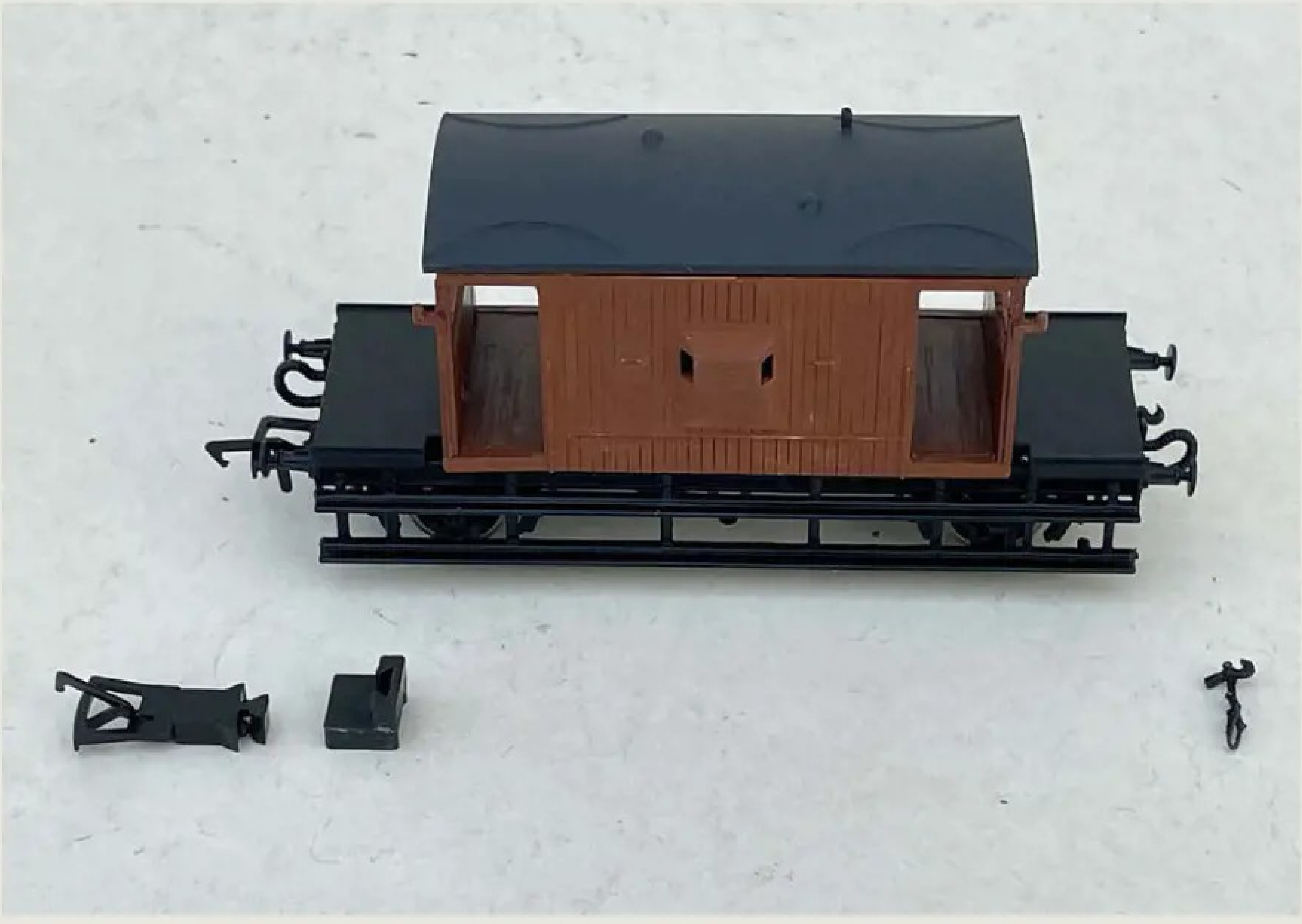
3 The completed chassis was sprayed with Halfords "satin black" paint, remembering to first mask over the brass bearing points. The brake van body was assembled as per the kit instructions, but separately to the chassis to enable the body to be painted separately.



4 The completed brake van body was brush-painted with Phoenix "wagon bauxite" enamel paint along with the wooden floor area of the chassis base. The roof part was painted with a dark grey enamel.



5 The brake van is quite light, so weight was added in the form of self-adhesive tyre balancing weights. Two 10g weights were stuck inside the body. Once the roof is installed, they are very hard to see.



6 The kit is supplied with the original 1960s-era couplings, which, while quaint, are not compatible with RTR stock today. I glued Parkside NEM coupling mounts to the chassis for modern NEM tension-lock couplings.

7 The handrails are moulded onto the sides of the brake van body. These could be removed and replaced with separate wire handrails, but I found that painting the moulded-on handrails with white enamel gave a reasonable representation. I applied using the end of a cocktail stick.

Building a working windmill

Phil Parker

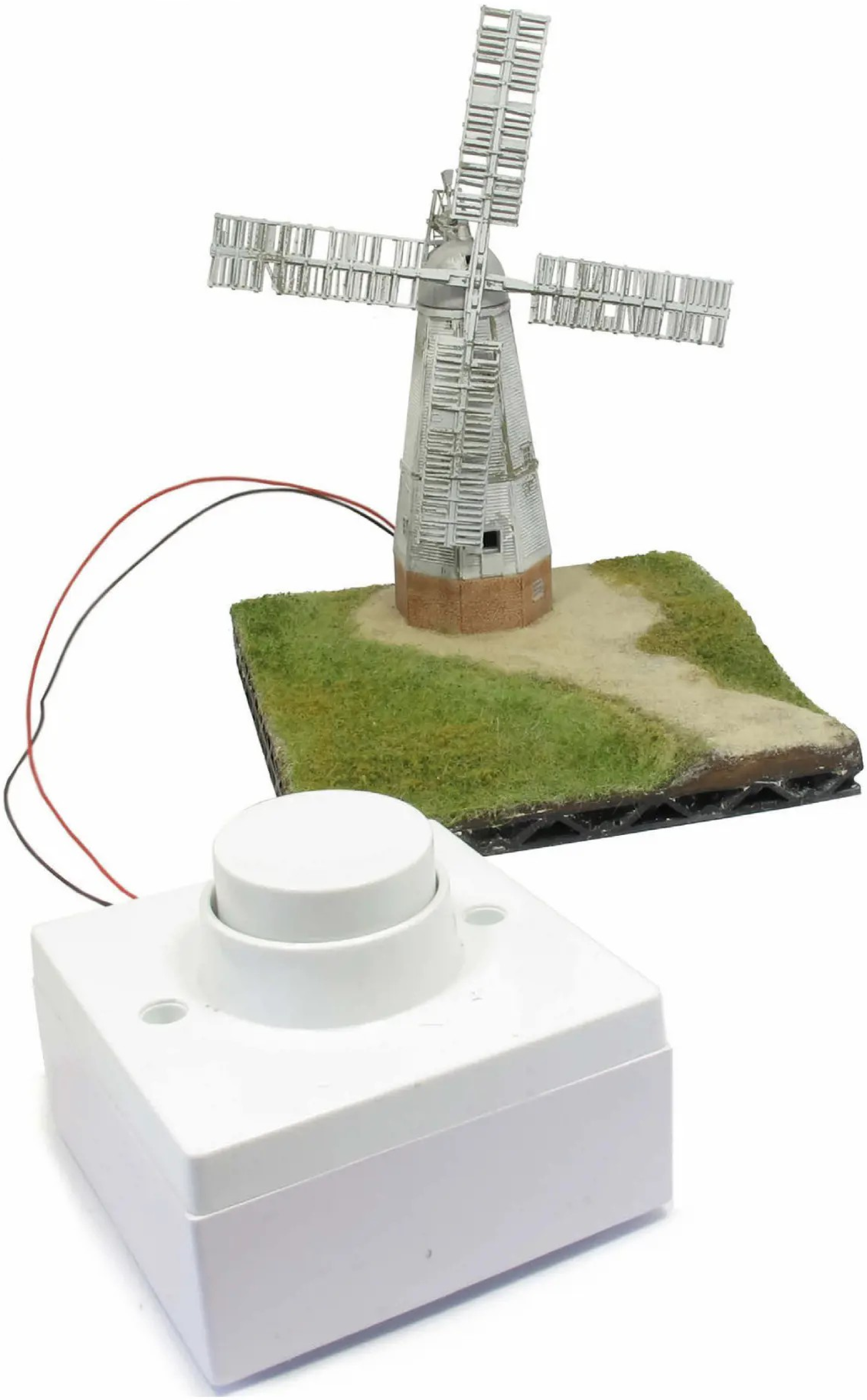
SOME KITS are almost too simple to assemble. The subject of this practical, Buggleskelly Station's working windmill, is a good example. Excellent design and high-quality printing means the builder simply has to slot the parts together, and the job is done. You don't even need glue if the model is to be installed on a permanent layout.

What the builder does need to do, is paint the model. You can keep things really simple with a few basic colours and maybe a little weathering, but I've chosen to replicate an older building where the effects of the weather can be clearly seen in the paintwork. After all, the state of the sails hardly suggests a new, or well-cared-for structure.

The technique used is a variant of hairspray weathering. Normally used to replicate rust (by changing the colours), it works just as well for peeling paint.

The principle is simple if a bit oddball. Paint the model in the colour found under the paint, coat it with hairspray and then apply the topcoat. Once dry, scrub the paint with water and an old toothbrush. This makes some of the lacquer liquid, and the topcoat falls off randomly. I've no idea who came up with this technique, it's popular with plastic kit modellers, but it is both simple and effective

The kit includes a neat motor and gearbox to spin the sails, and while you can just switch this on and off, I thought it would be fun to hand over control to exhibition visitors. Designed to operate an outdoor house light, a pneumatic switch is perfect for this. The delay can be adjusted from five seconds to a couple of minutes. I opted for 20 seconds, long enough to enjoy the movement but short enough that people will have the fun of pressing twice. It's a simple on/off switch that could be used for many interactive features on exhibition models, I'm sure readers will come up with other ideas.



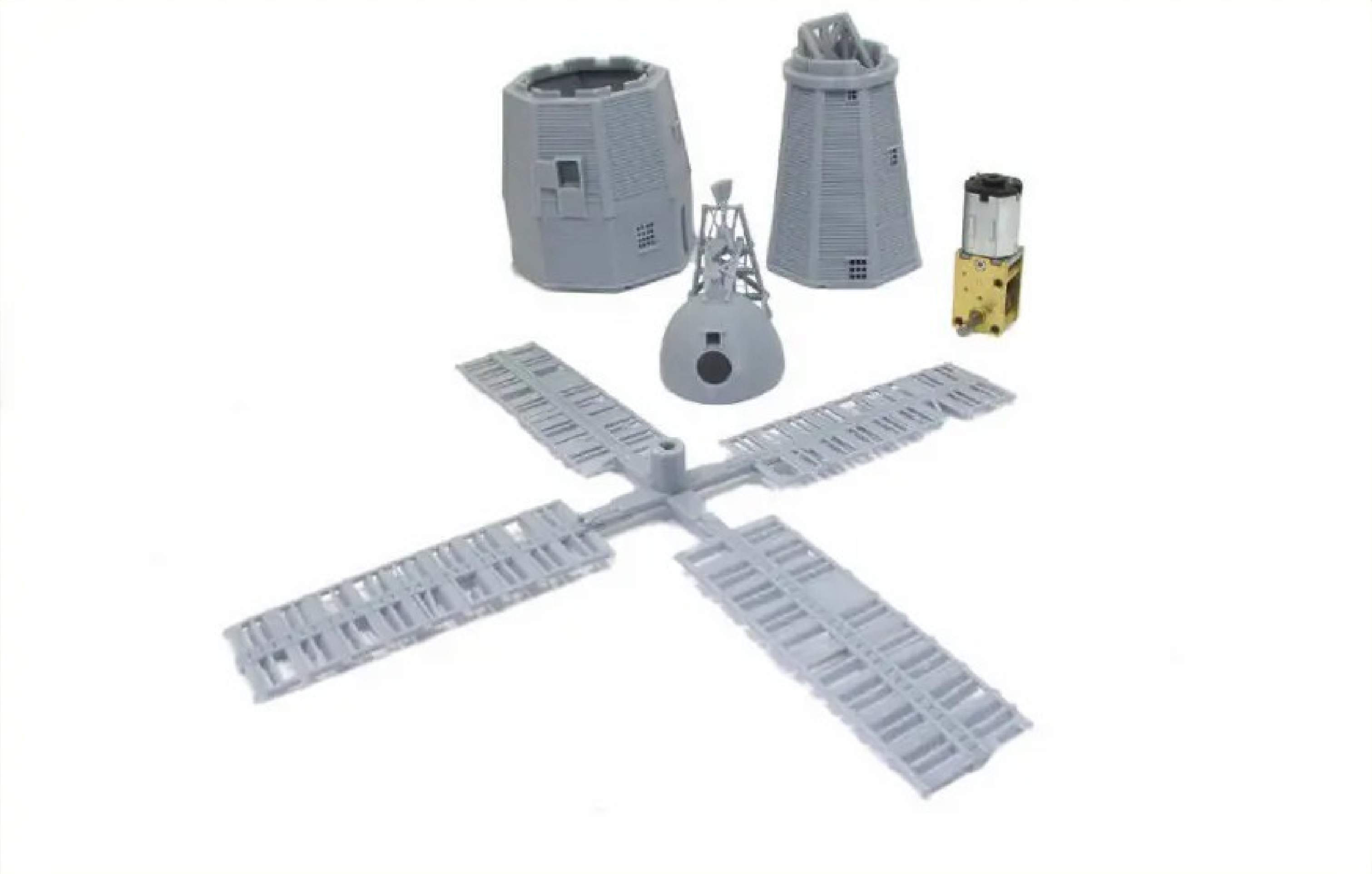
WHAT YOU NEED

Buggleskelly Station
Windmill kit

Elkay
Columbus Pneumatic Timer switch

True to Scale
Universal Trail (Grain size 0 to 0.3)

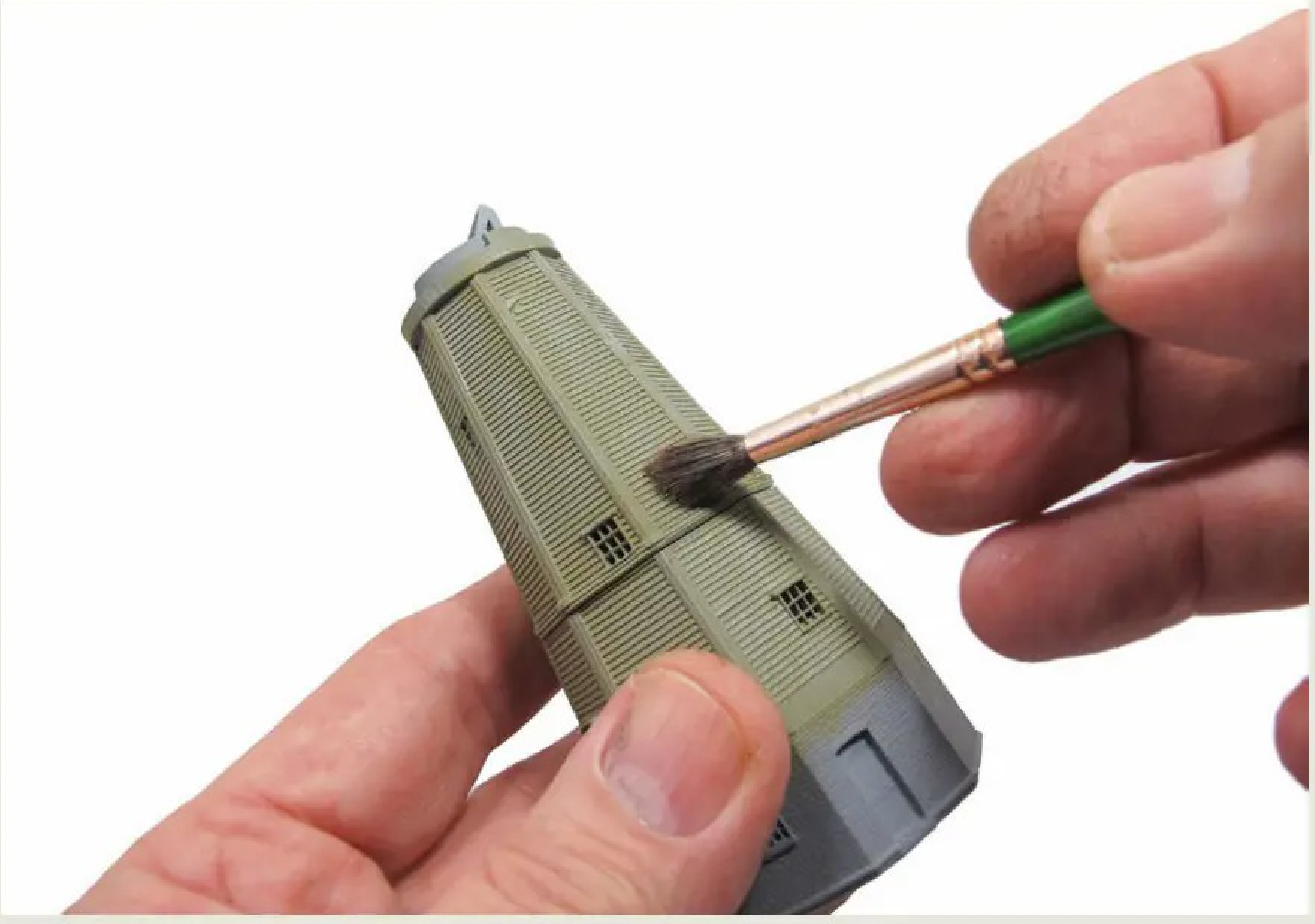
Other
Baseboard material, fine scatter, short static grass, PVA glue, hair lacquer, white and grey spray primer, ready-mix wall filler, plaster-impregnated bandage, paints, Glue'n'Glaze and two AA batteries.



1 The kit arrives as a series of nice, clean resin 3D prints and a motor. All the printing supports are removed, the only trace I found being on a step. Since this is the N gauge version, the sails are pre-assembled. According to the instructions, OO modellers will need to stick these together.

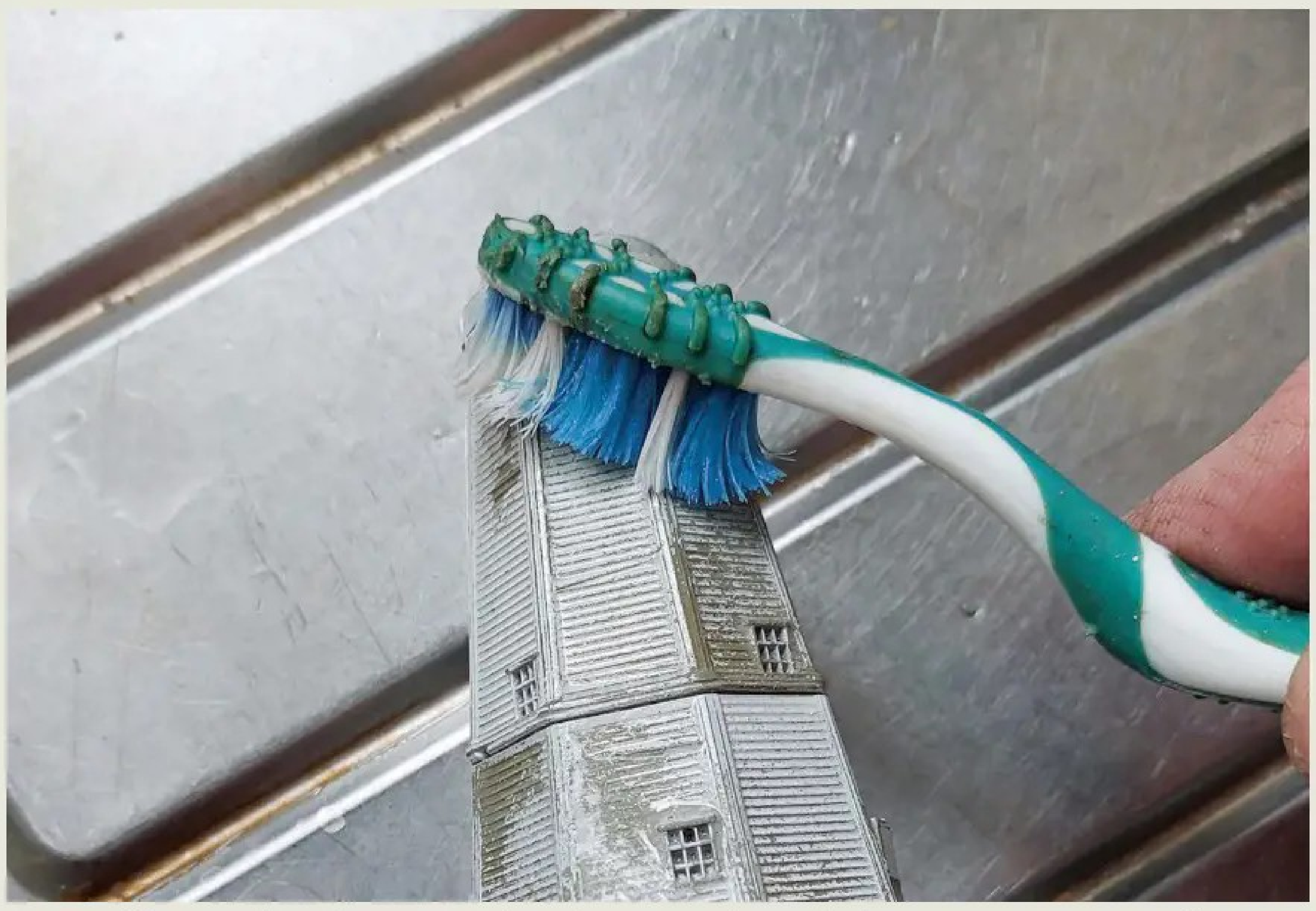
ords
E 1892
Primer
Grey
Provides a tough durable protective coating

2 A light wash in the sink isn't a bad idea with any resin model, just in case there is any contamination on the surface. Leave it to dry. Don't use heat, as it's possible to distort the resin, then give everything a light coat of grey primer.

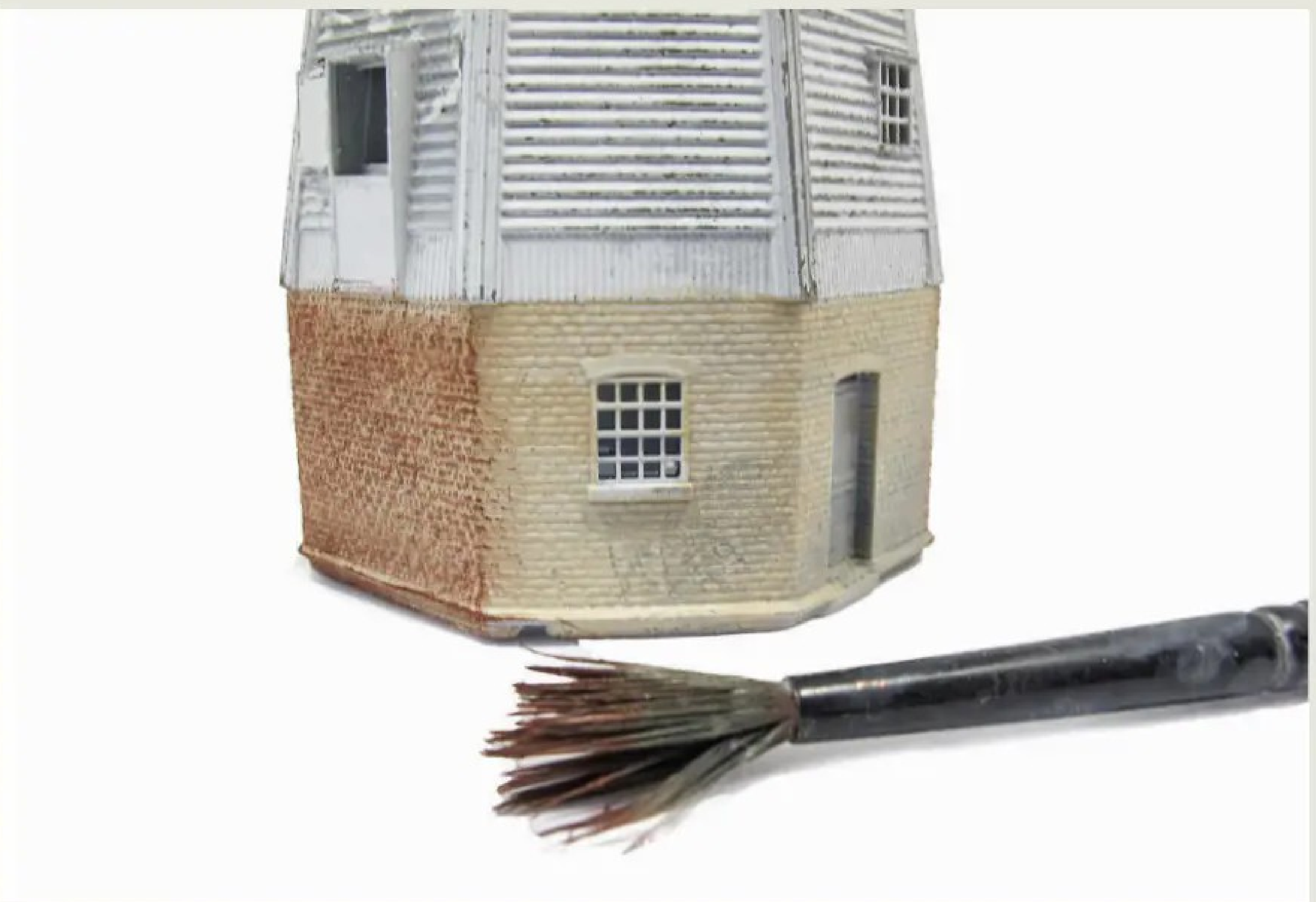


3 Faded wood tends to be pale grey, not a dark brown, so I start by painting the tower with a thin coat of Humbrol 84 (Mid Stone), then lightly and randomly dry-brush with 64 (Light Grey).

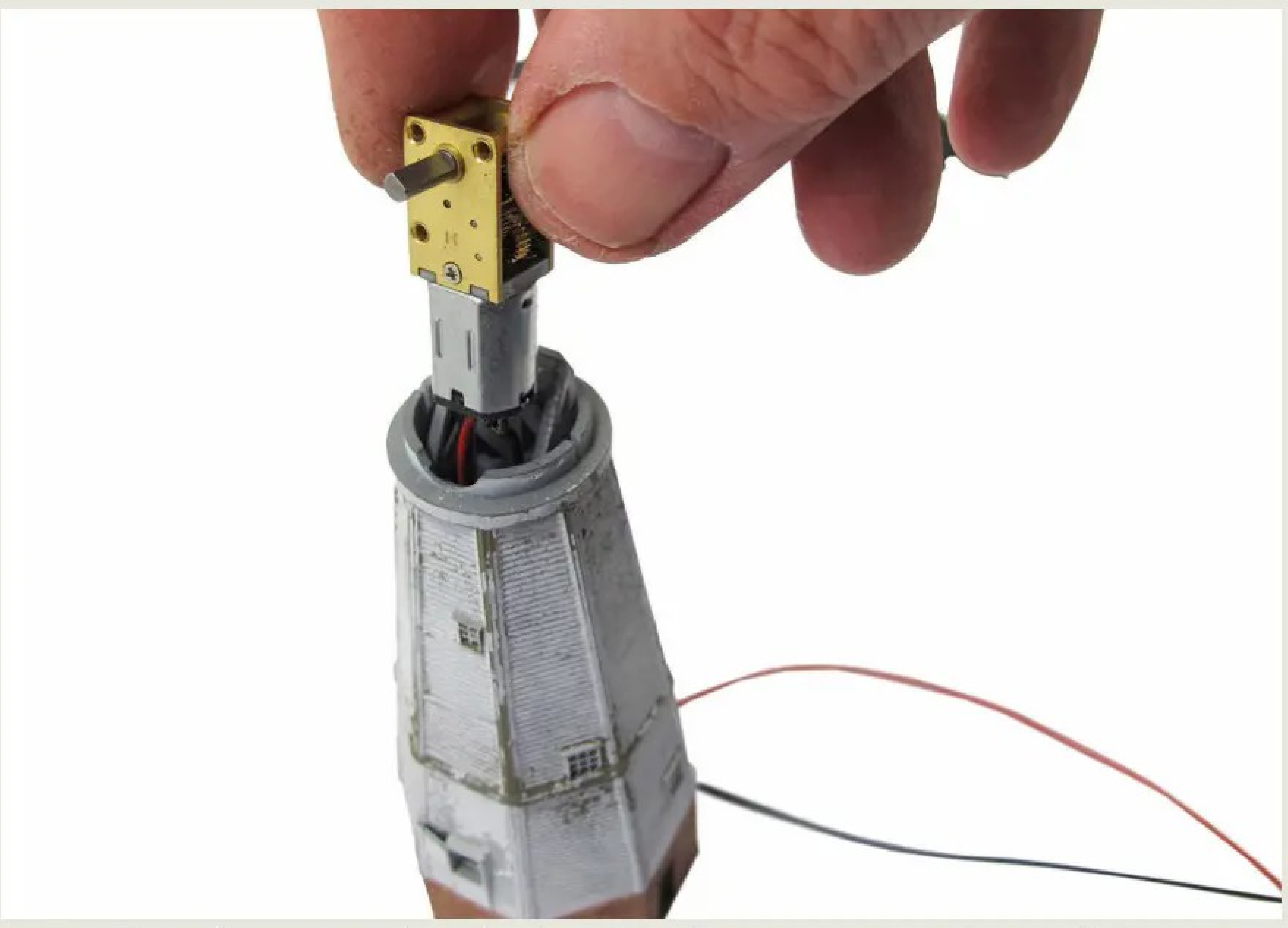
4 Now for the clever bit. Spray several thin coats of hair lacquer over the model. Let each one dry before recoating. I aim for at least three, taking care that the liquid doesn't pool up in any of the details.



5 Once the lacquer is dry, apply a light spray coat of white primer – thin enough for the colours to show through. Again, let it dry for a few minutes and then scrub with plain water. This will activate the lacquer, and allow the top coat to flake off randomly.



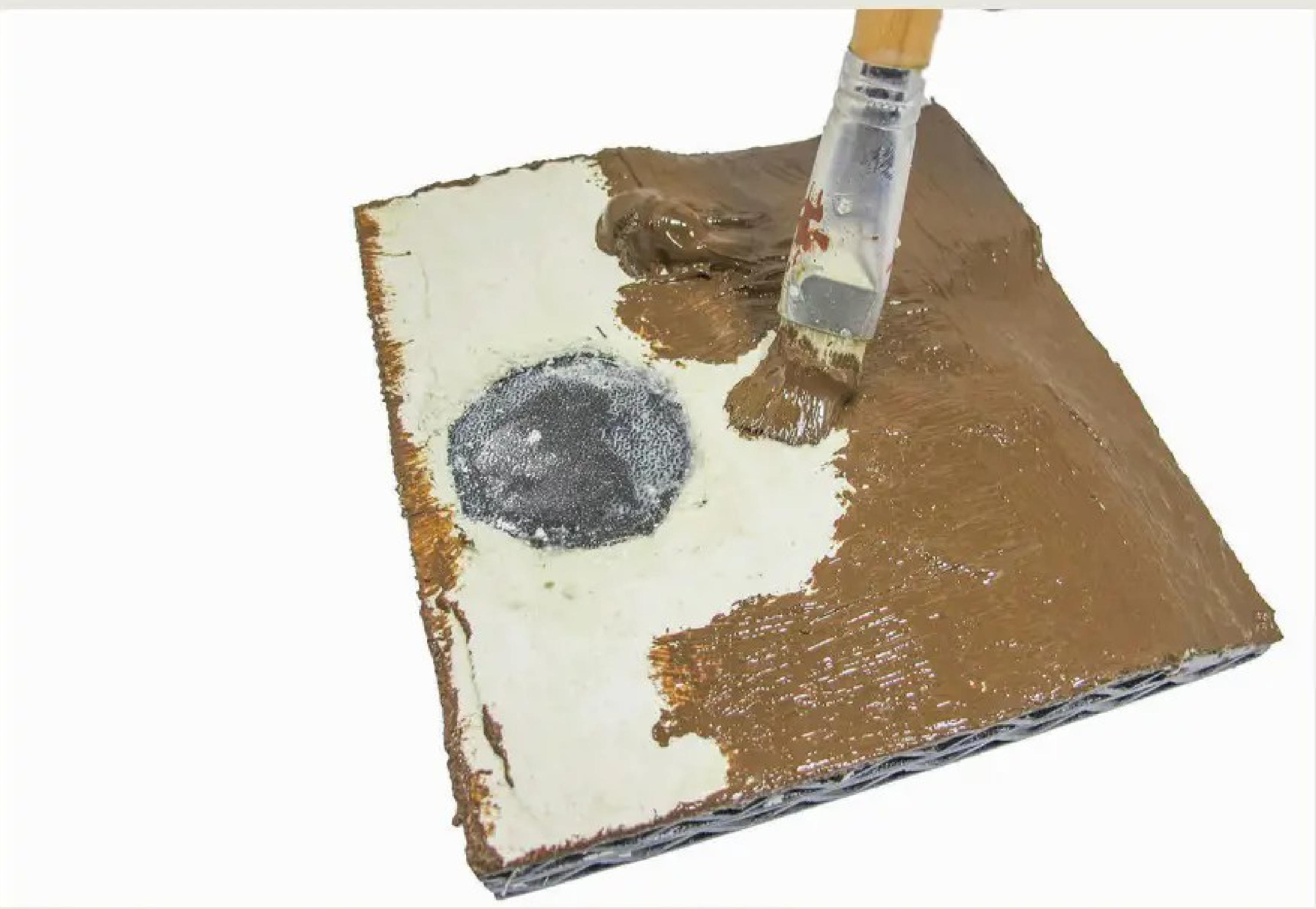
6 The brick base is simply painted with Humbrol 121 (Pale Stone) and then dry-brushed with 70 (Brick Red). The window needs touching up with 147 (Pale Grey) before being glazed with Deluxe Materials Glue'n'Glaze.



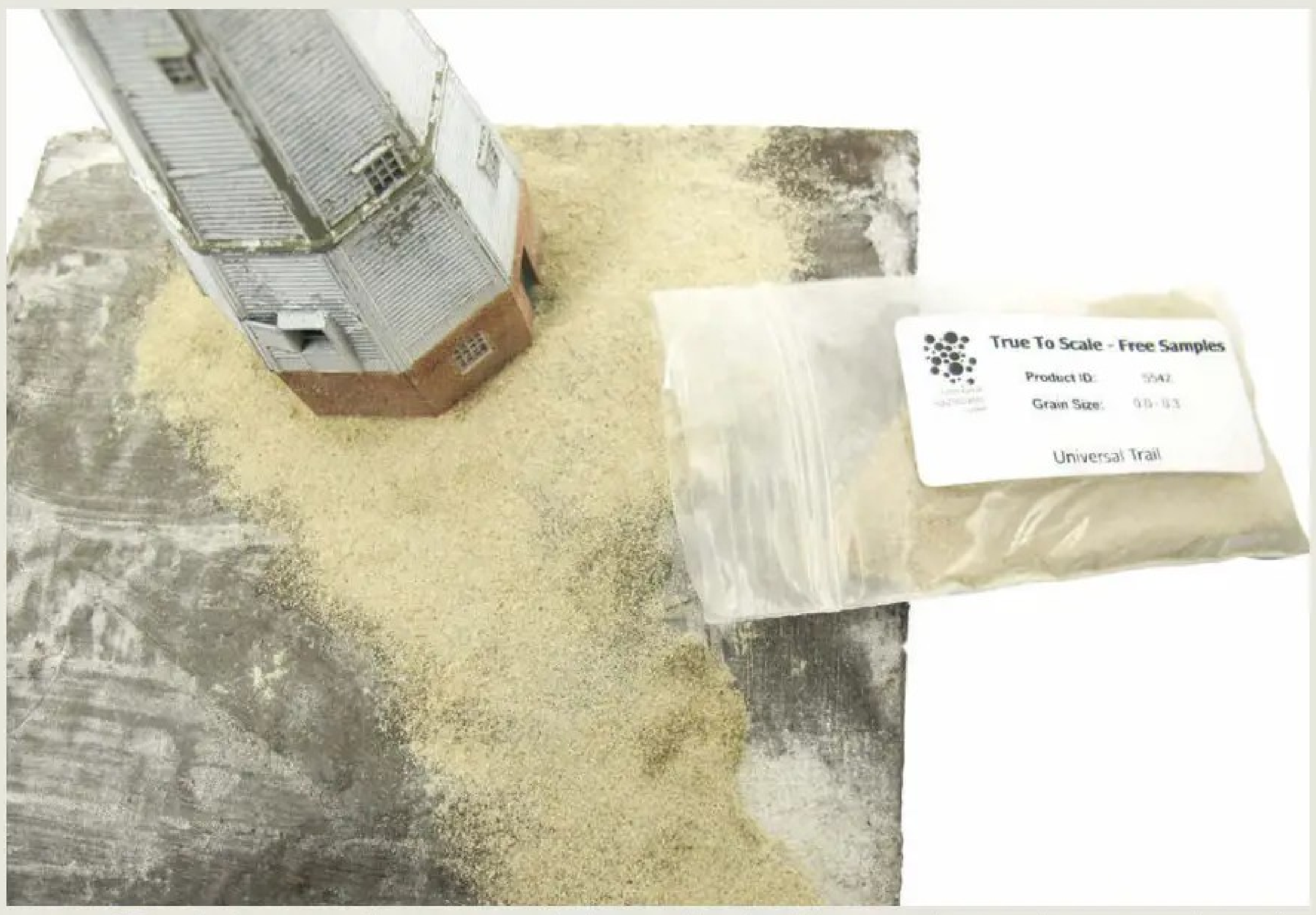
7 Attach a couple of wires to the motor and pop it in place. Make sure it seats fully, or the spindle won't poke out of the hole in the cap. There is a support underneath it, and the wires need to run either side of this. The cap just clips into the top of the building, no glue being required.

EVO-STIK
PVC PIPE WELD

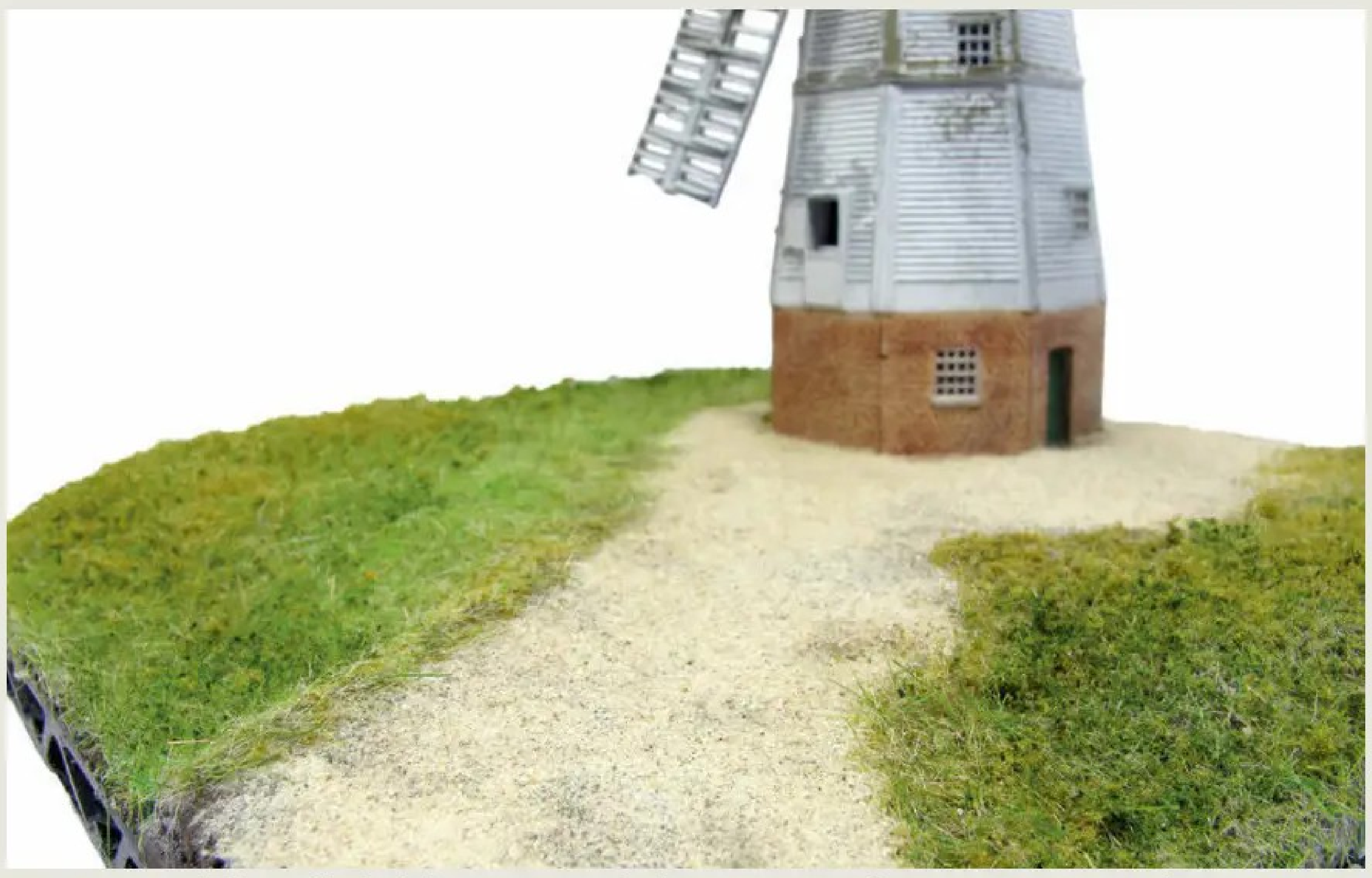
8 For the base, I'm experimenting with Recorelite, a plastic panel material used for lorry beds. It cuts easily with a fine wood saw, including curved sections. A power sander tidies up the edges and then a couple of layers are stuck together with pipe adhesive.



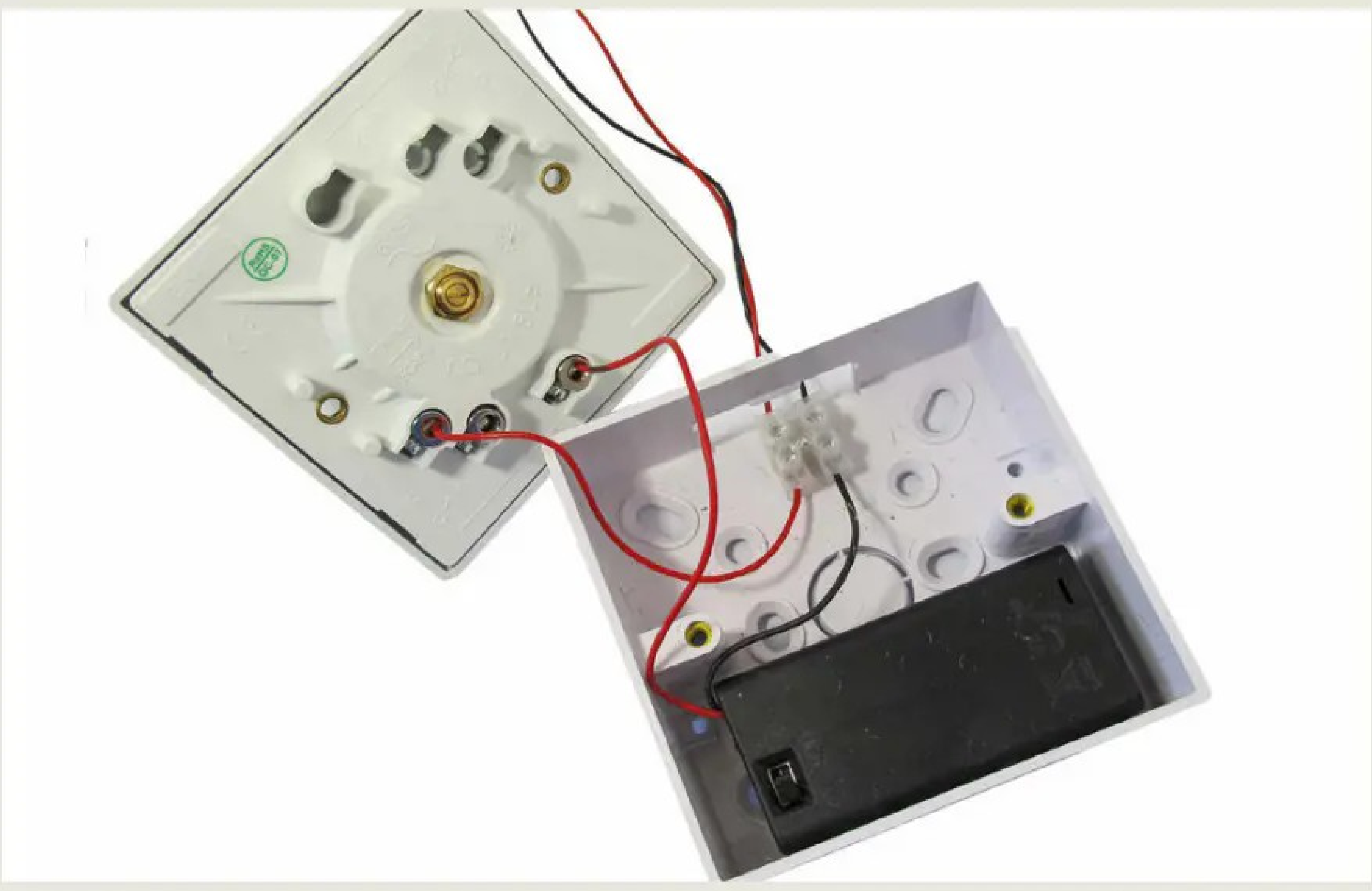
9 The step is smoothed off with household wall filler and plaster bandage before being painted an earth shade. The bandage doesn't stick to the plastic, so I use a very thin smear of pipe glue, which does the trick.



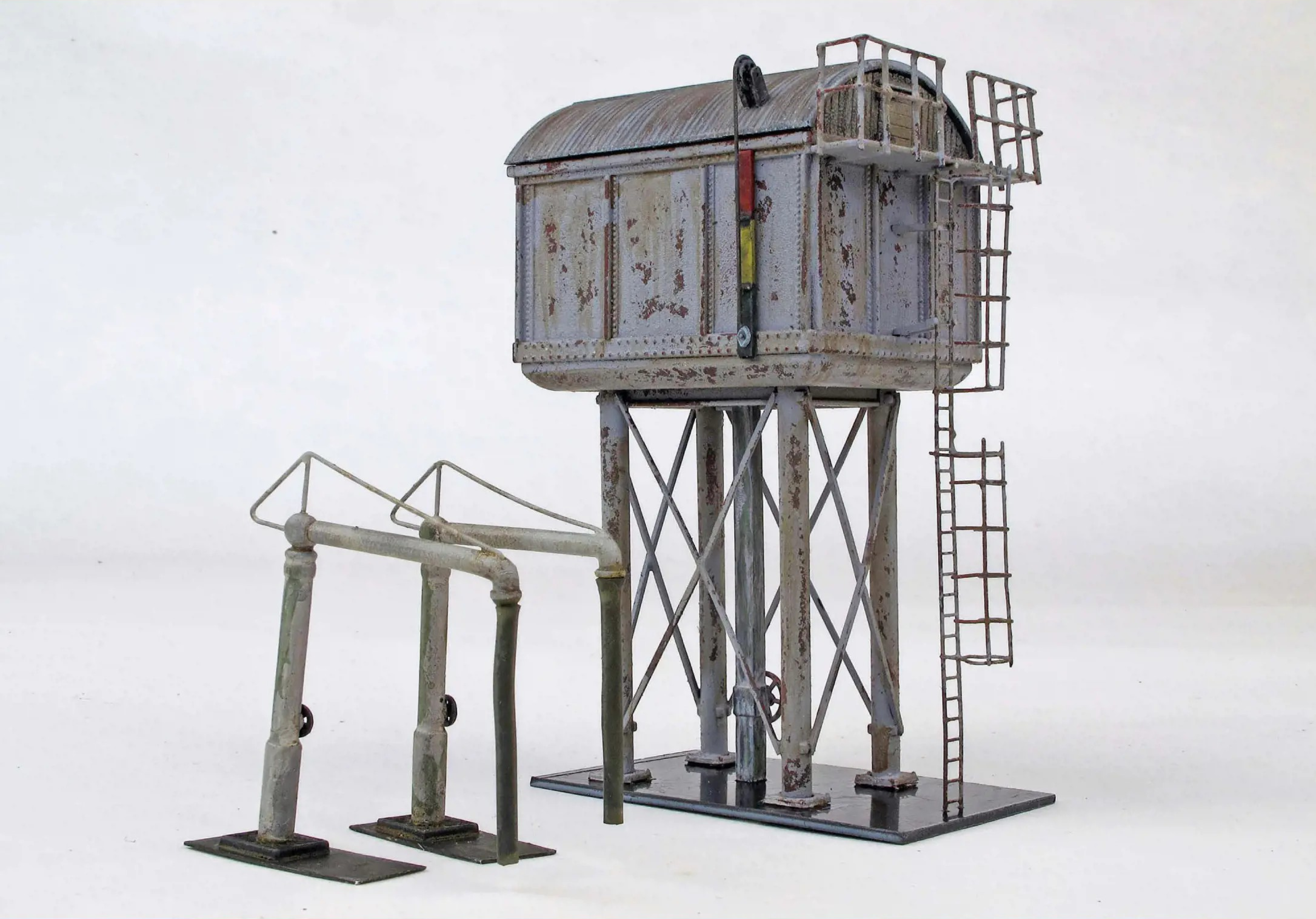
10 The path around the windmill needs to be made of a very fine material for N gauge, so I'm using the finest powder from True to Scale. It's no more than a dust, perfect for this job, and fixed with PVA glue.



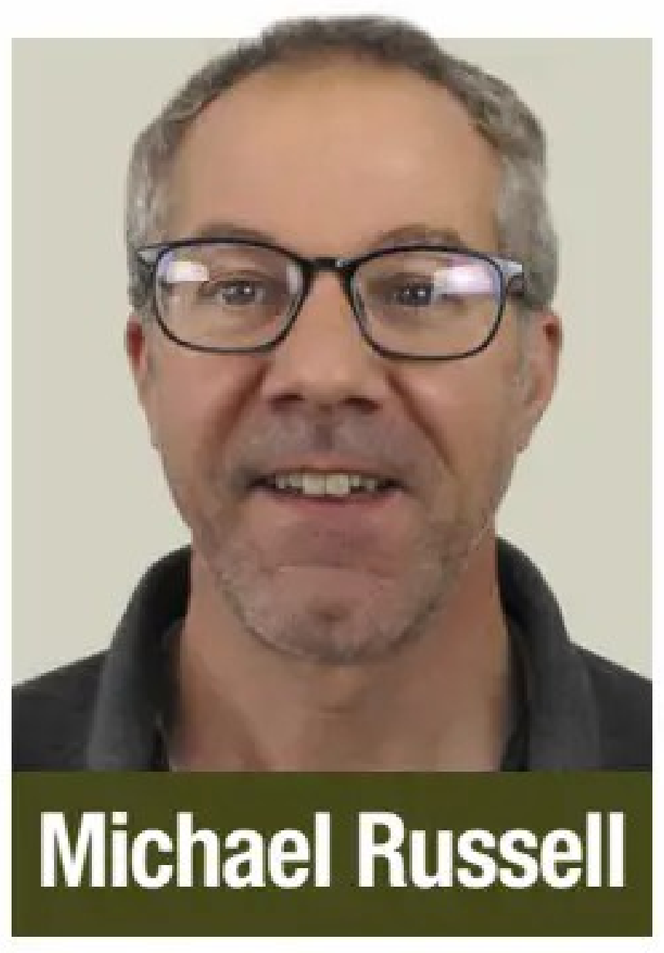
11 The finishing touch is some fine scatter along the path edges and short (under 5mm) static grass fibres further back. Again, use a layer of PVA to fix in place. There are no trees or hedges needed this close to a windmill!



12 The motor is controlled using a simple on/off switch and powered by a couple of AA batteries. A time-delay switch from a DIY store will allow the public to push a button and the motor runs for 20 seconds. The box underneath is big enough to house the supplied battery holder, too.



Build a Water Tank in N



Michael Russell

THIS RATIO kit comprises mixed media parts made from plastic, metal and rubber. It may only be small, but it is detailed and will take a while to build, if only to allow time for paint to dry between stages. This is not a kit for the beginner, as there are some small and intricate parts. Also, the components are unlabelled and are instead referred to by name, so you will need some technical knowledge. I have made a few changes during the build to make construction easier and the result stronger.

Before you start, read the instructions through several times and become familiar with the parts while still on the runners. The former offers lots of good advice, not only on construction but on painting and weathering, too. Read all the steps in the article beforehand as some of them overlap. There are a number of kit parts leftover when the model is finished. This is nothing to worry about - I presume that each set of runners is used for more than one kit.

The quality of the paint finish is all the more important in the smaller scales, so I would recommend using an airbrush if possible. A plastic-to-plastic bond is strongest, so use this where you can and superglue otherwise.

WHAT YOU NEED

Peco

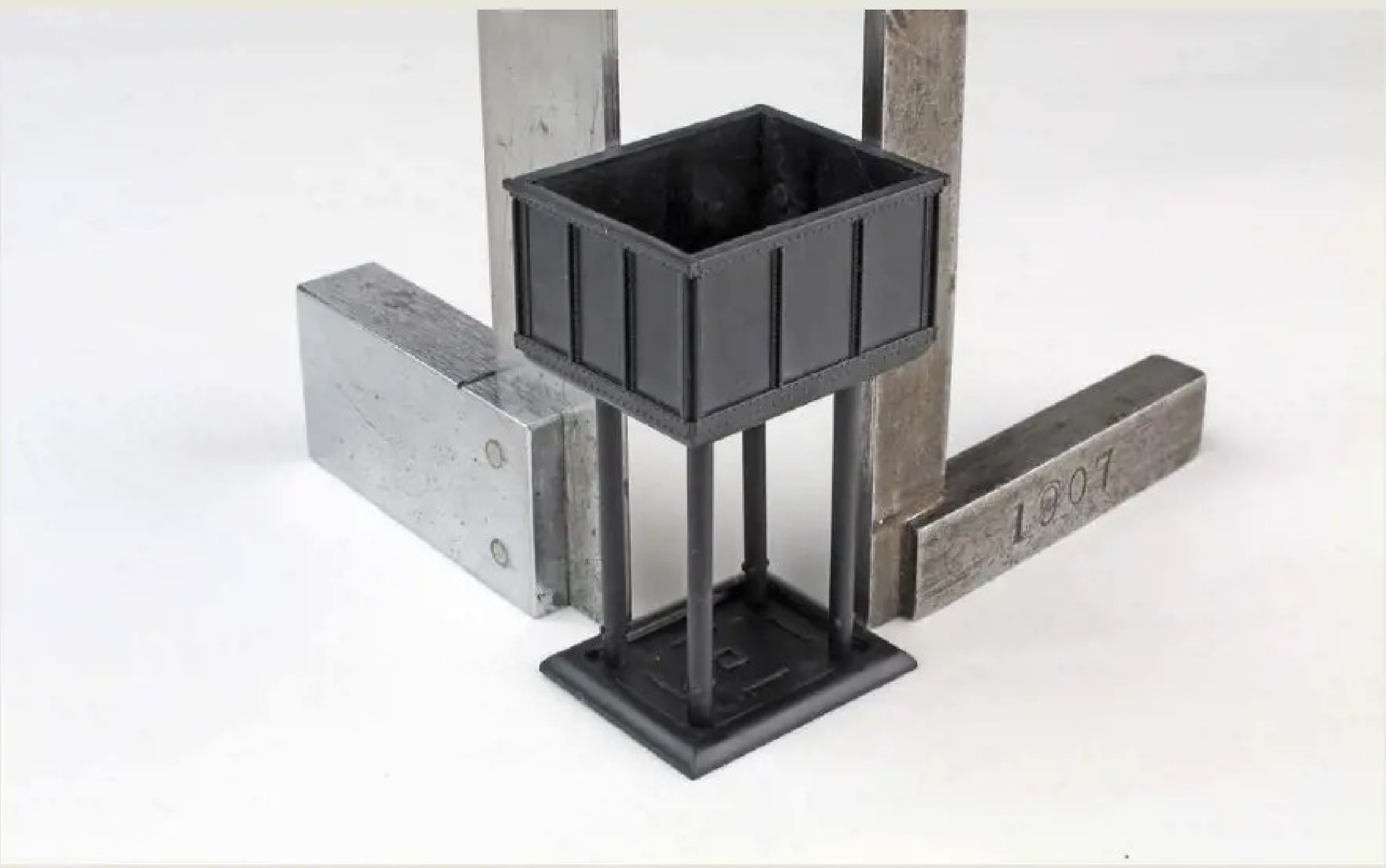
Ratio 215 N gauge Square Water Tower

Other

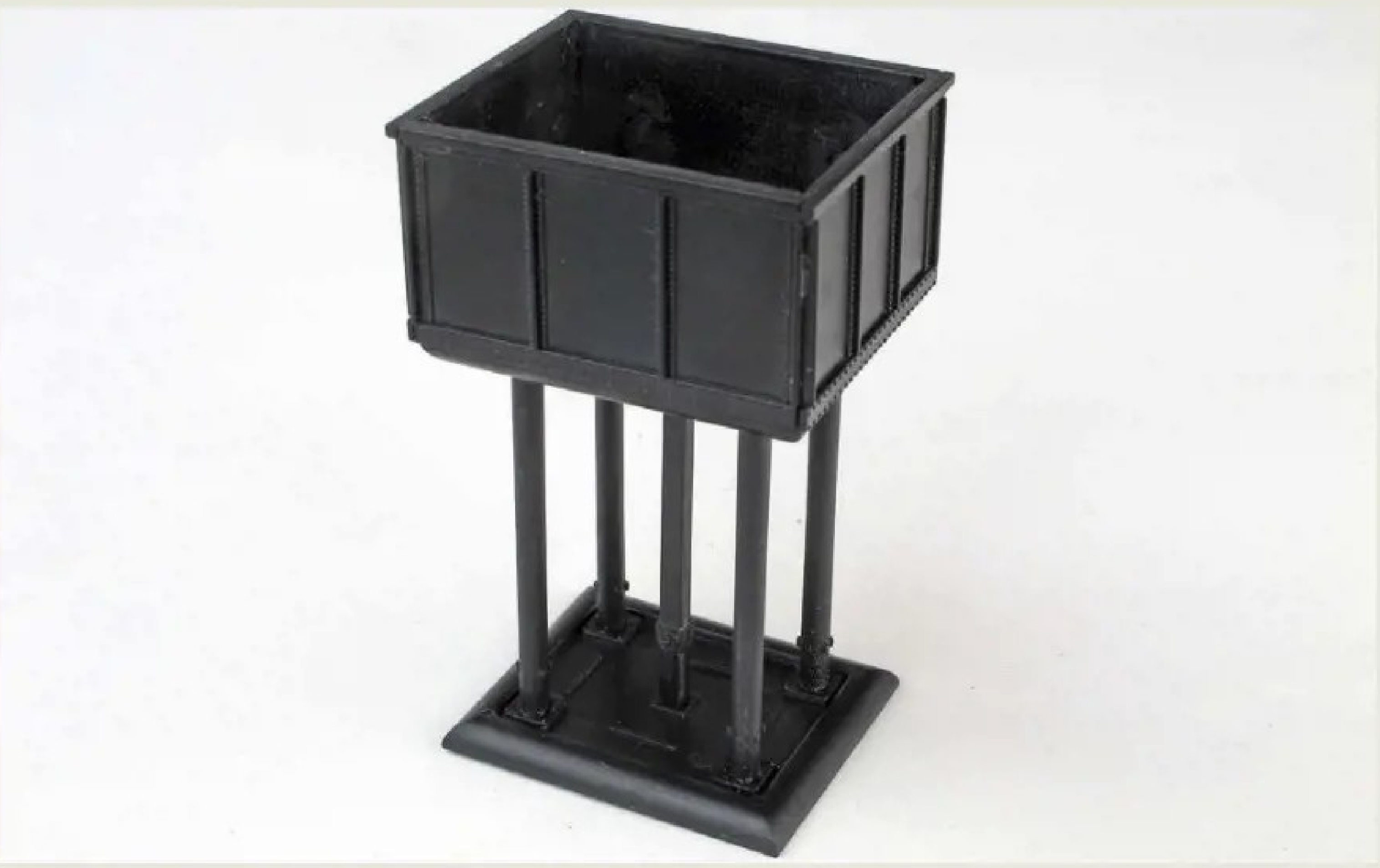
Evergreen 120 0.5mm x 0.5mm plastic strip, polystyrene cement, superglue, solder & flux, Blu-Tak, 0.3m and 0.45mm brass rod, 4.5mm wide brass strip, 0.85mm plastic sheet, etching primer, red primer, acrylic paints: brown, rust, dark grey, white, black, red, yellow, green, chipping medium, 2.5mm diameter heat shrink tubing, large mirror, set square, modelling knife, small paintbrushes, modelling files, tweezers, soldering iron, old toothbrush, lollipop stick, newspaper, 1mm and 0.45mm drills

1 Build the tank upside down on a flat surface, such as a mirror, and use a square to ensure that all the corners are at 90 degrees. I tacked the pieces together and then ran glue down the internal seams to get a really strong structure.

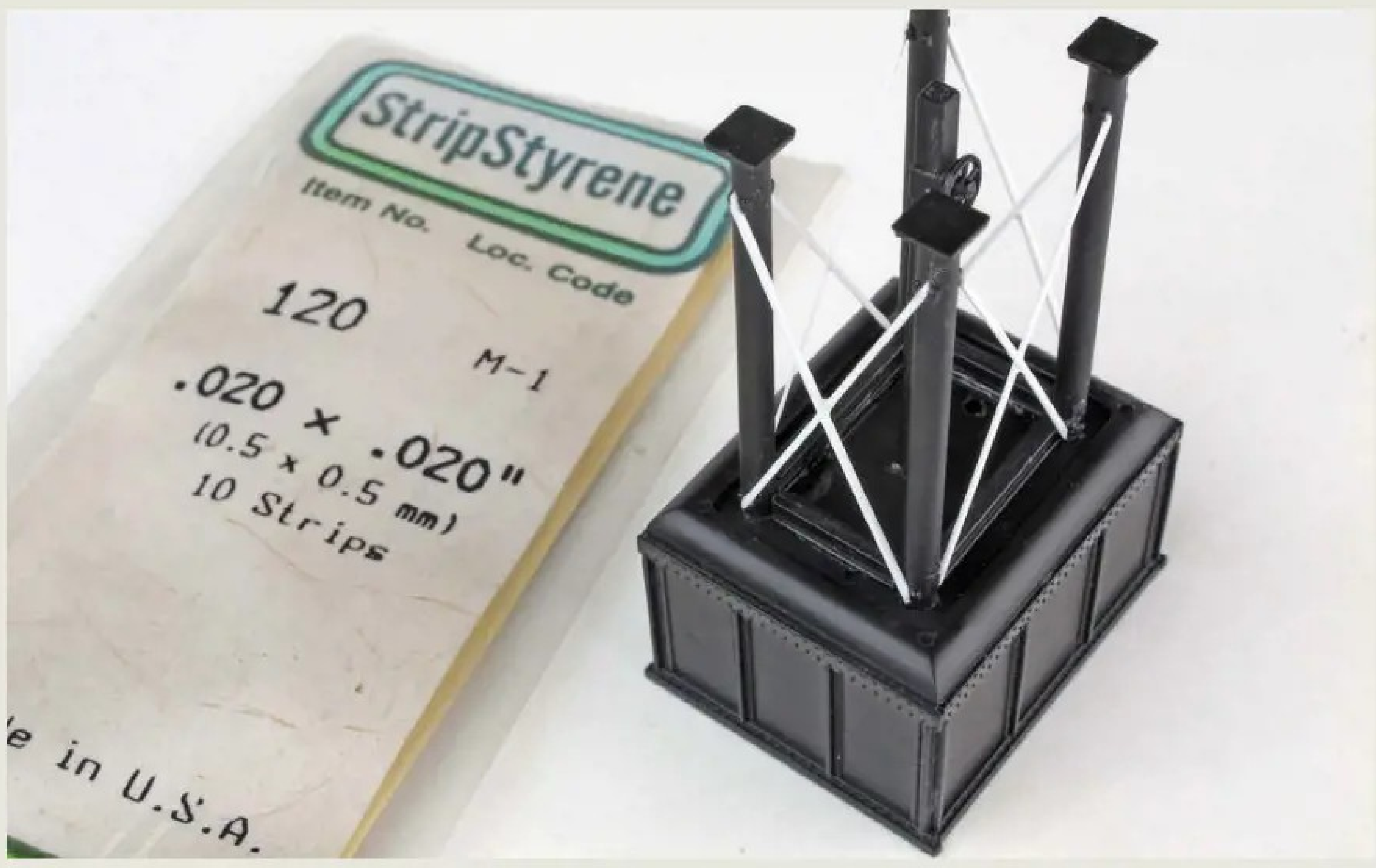
2 When cutting the legs, leave some of the runner present at the bottom end of each one. Ensure that you take the time to remove the seam lines down the centre of every piece, as this is a dead giveaway that the structure is kit built.



3 When adding the legs and supply column, use the spare tank base as a jig to ensure that everything is square. The excess runner you left on each leg fit into the D-shaped holes. Ensure to employ squares again.

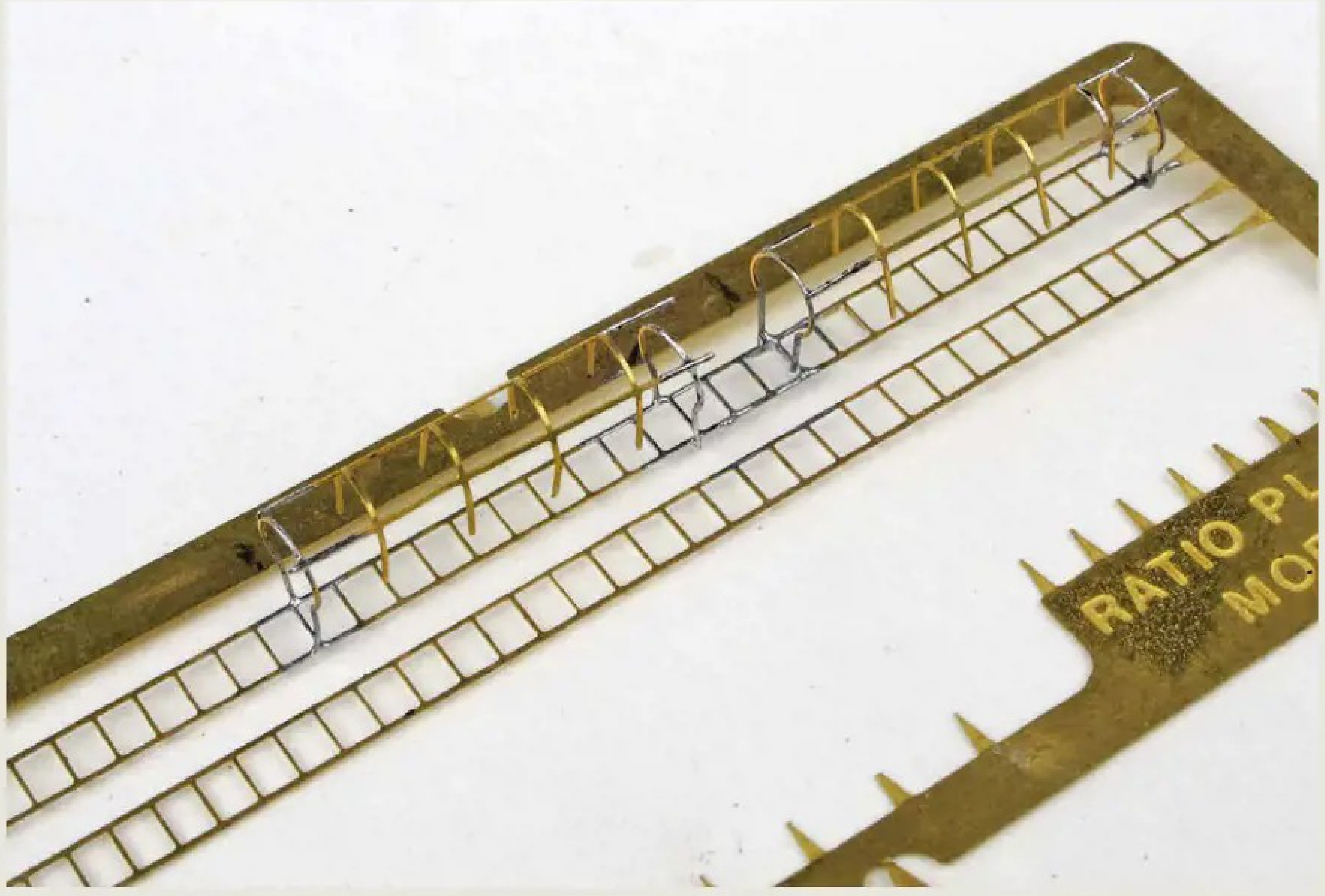


4 When dry, cut the sprockets from the base of the legs and glue the leg bases on. Add the central supply column using the spare tank base as a jig again. If you like, you can glue the spare base permanently in position and bury it under the scenery when the structure is deployed.

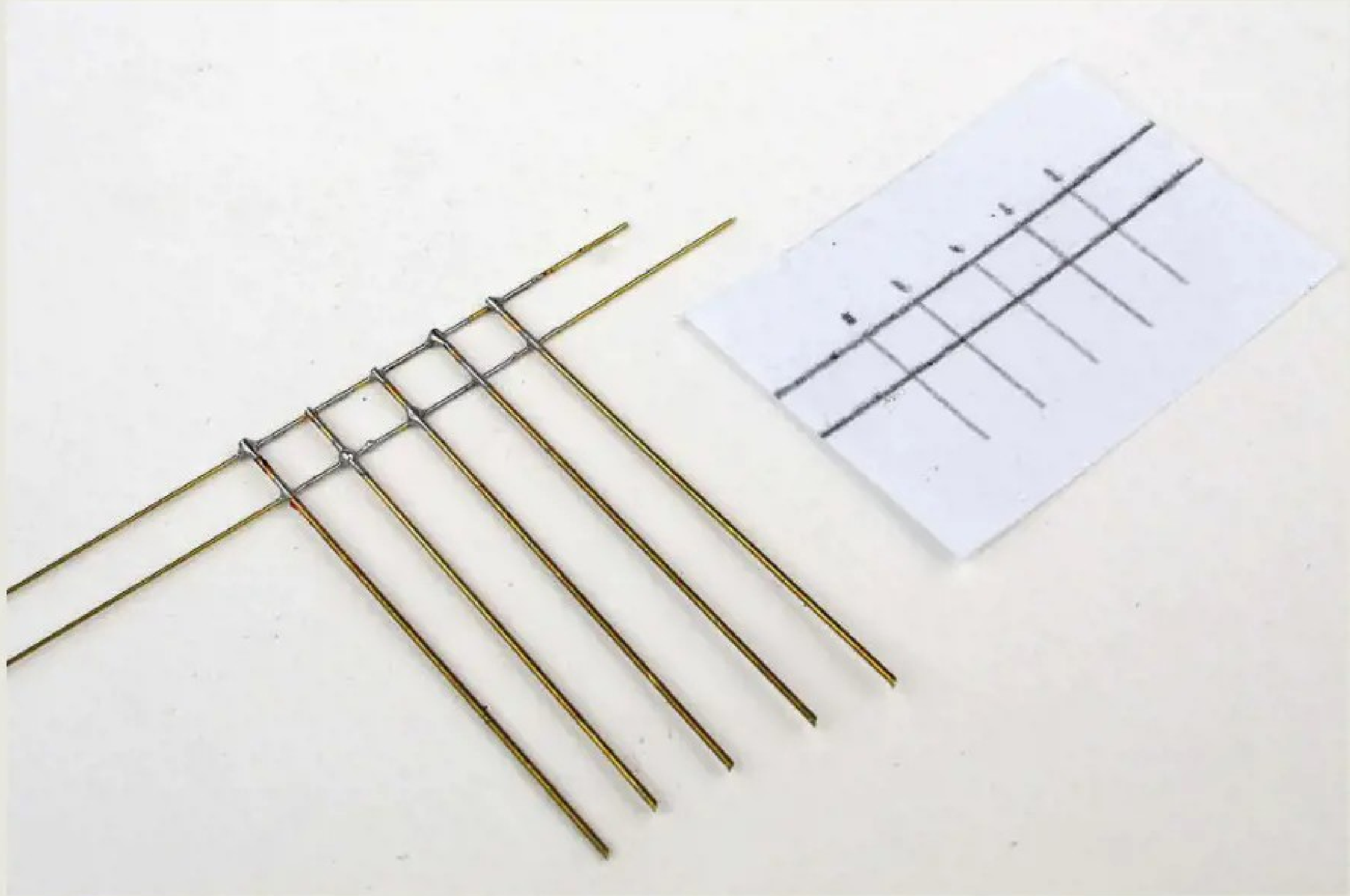


5 Use 0.5mm x 0.5mm plastic strip for the cross bracing. This needs to be 35mm and 34mm long for the long and short sides, respectively (not 45mm as per the instructions). Cut the ends at an angle to match the legs.

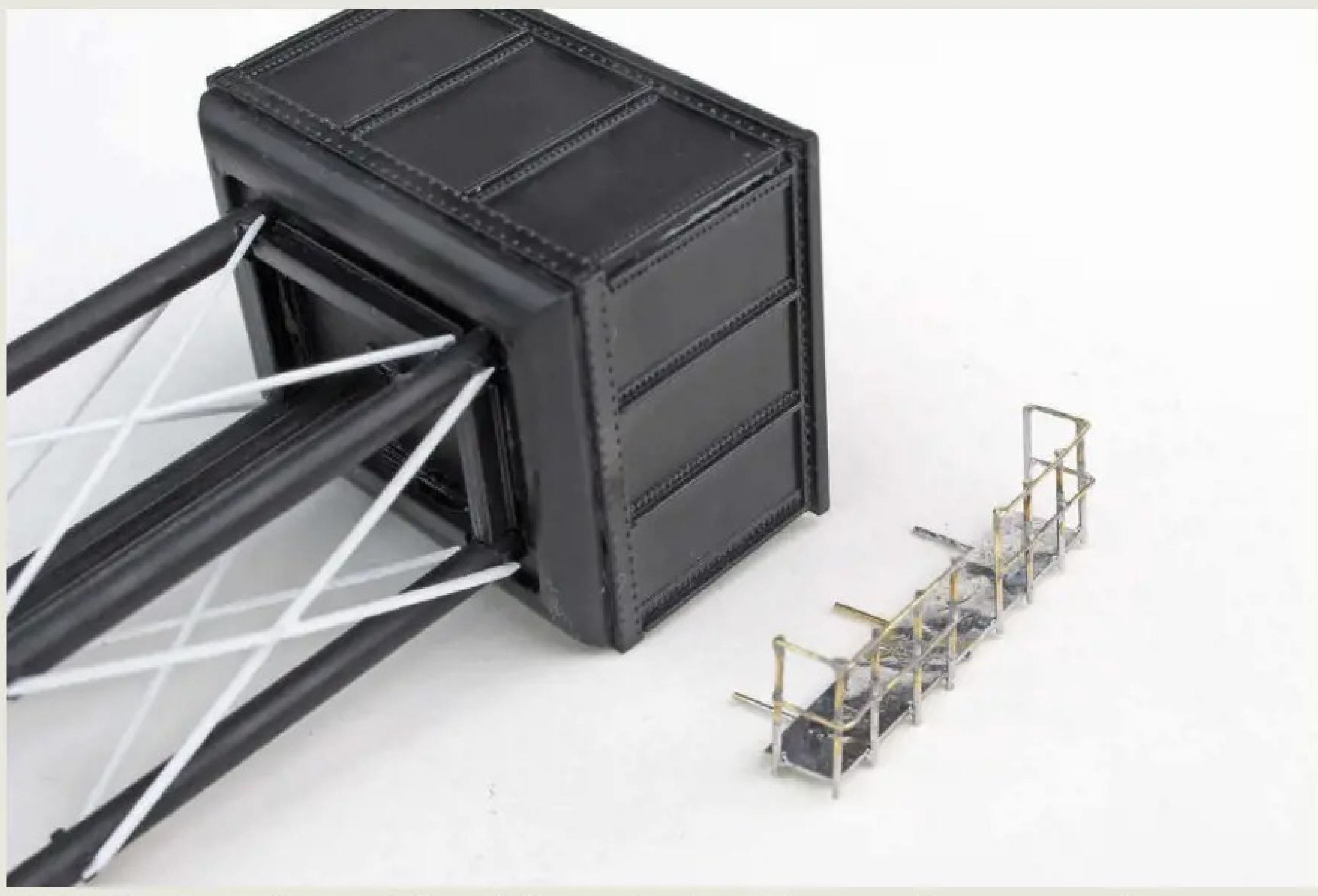
6 Build and paint small parts, such as the depth marker pulley, while still on the runners. Keep the ladder on its runners and solder the hoops in place. You can use a small soldering iron and high melting point solder for strength. Hold everything down with Blu-Tak while soldering.



7 Bend the safety cage around a rod - I used a file handle. Now place on top of the hoops and solder. Ensure that you pre-tin all parts that you want to join and use plenty of flux.

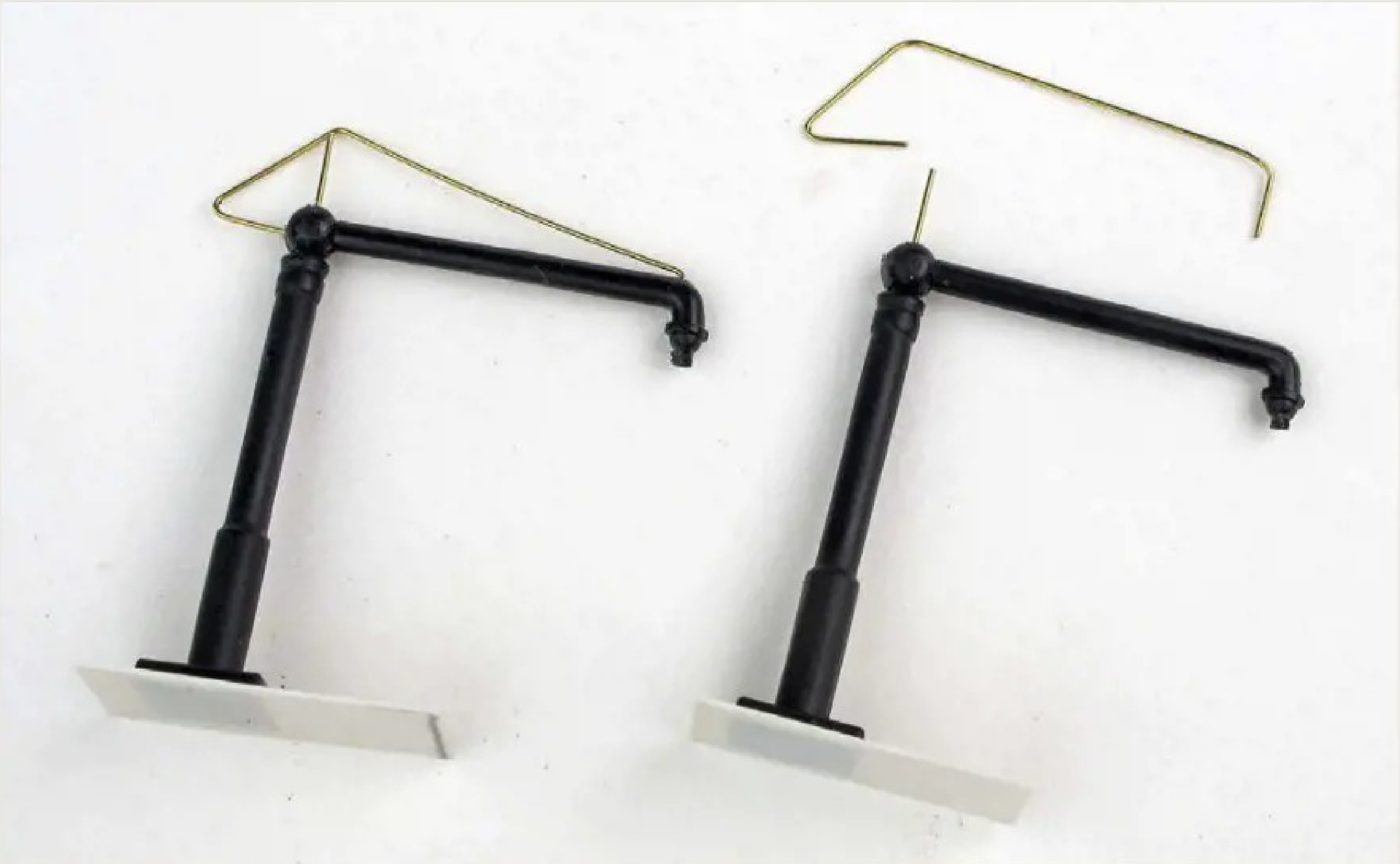


8 Make the handrails up using brass rod. I used two strips of 0.3mm rod for the rails and 0.45mm for the uprights. Draw a grid to help and space the components 4mm apart.

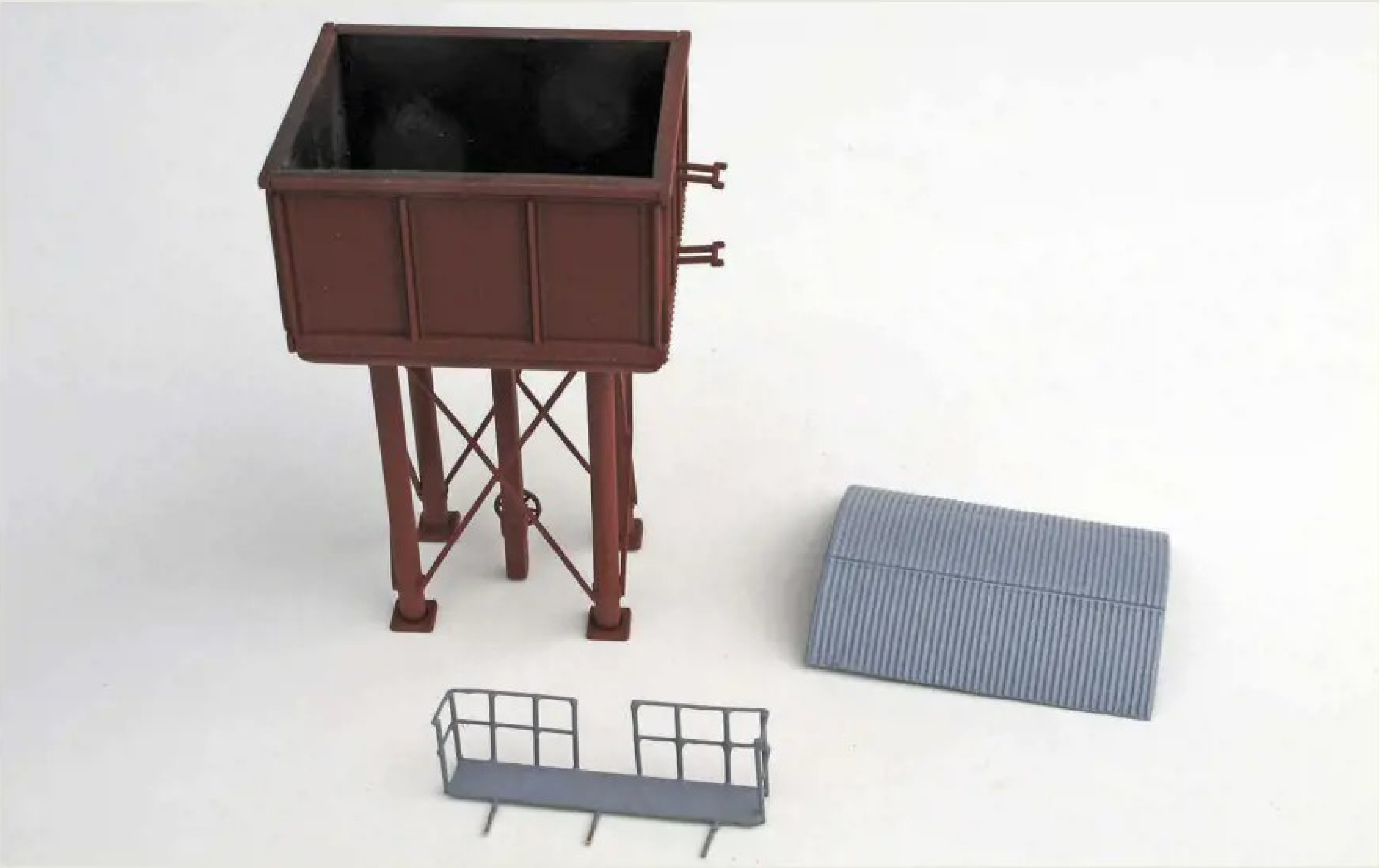


9 I abandoned the kit parts for the walkway and constructed a new one from brass using 0.3mm and 0.45mm rod and a piece of 4.5mm wide strip. Use three pieces of 0.45mm rod as mounting points that fit into holes drilled into the tank.

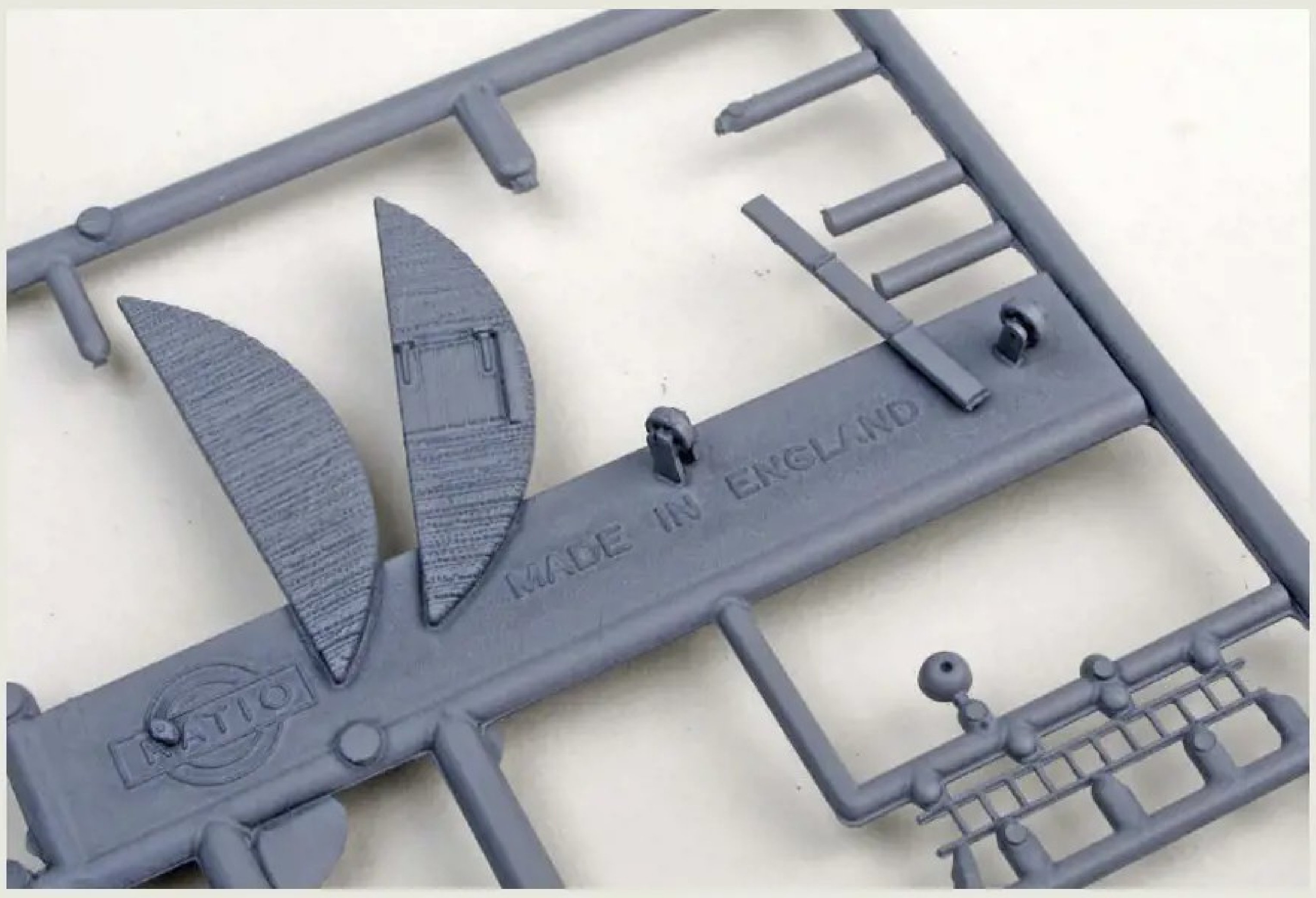
10 The supplied base isn't large enough to keep the crane upright when the arm is glued in place. To combat this, glue to a larger piece of plastic sheet. The latter can be hidden under the scenery when the items are deployed.



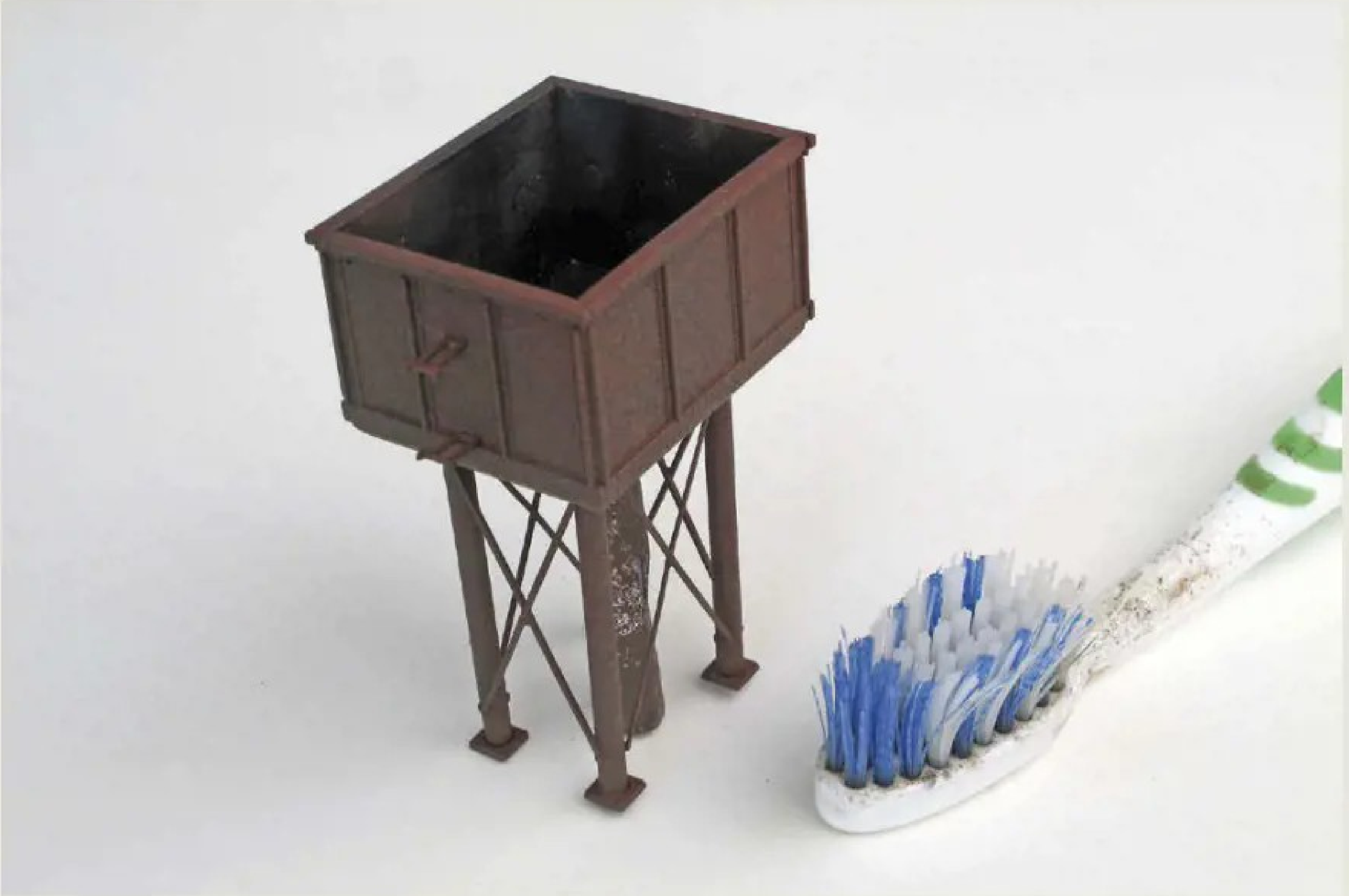
11 To make construction easier and stronger, use two pieces of 0.3mm brass rod, shaped as shown in the picture, that fit into holes drilled in the crane. Solder the top joint by touching with the iron very briefly while holding the piece by the vertical rod to avoid the heat getting down to the plastic.



12 Spray the parts with primer. I used different primers depending on the part. For those that contained metal elements, I used an etching primer, which just happened to be grey in colour. I used red/brown primer for the tank as this is a good basis for rust.

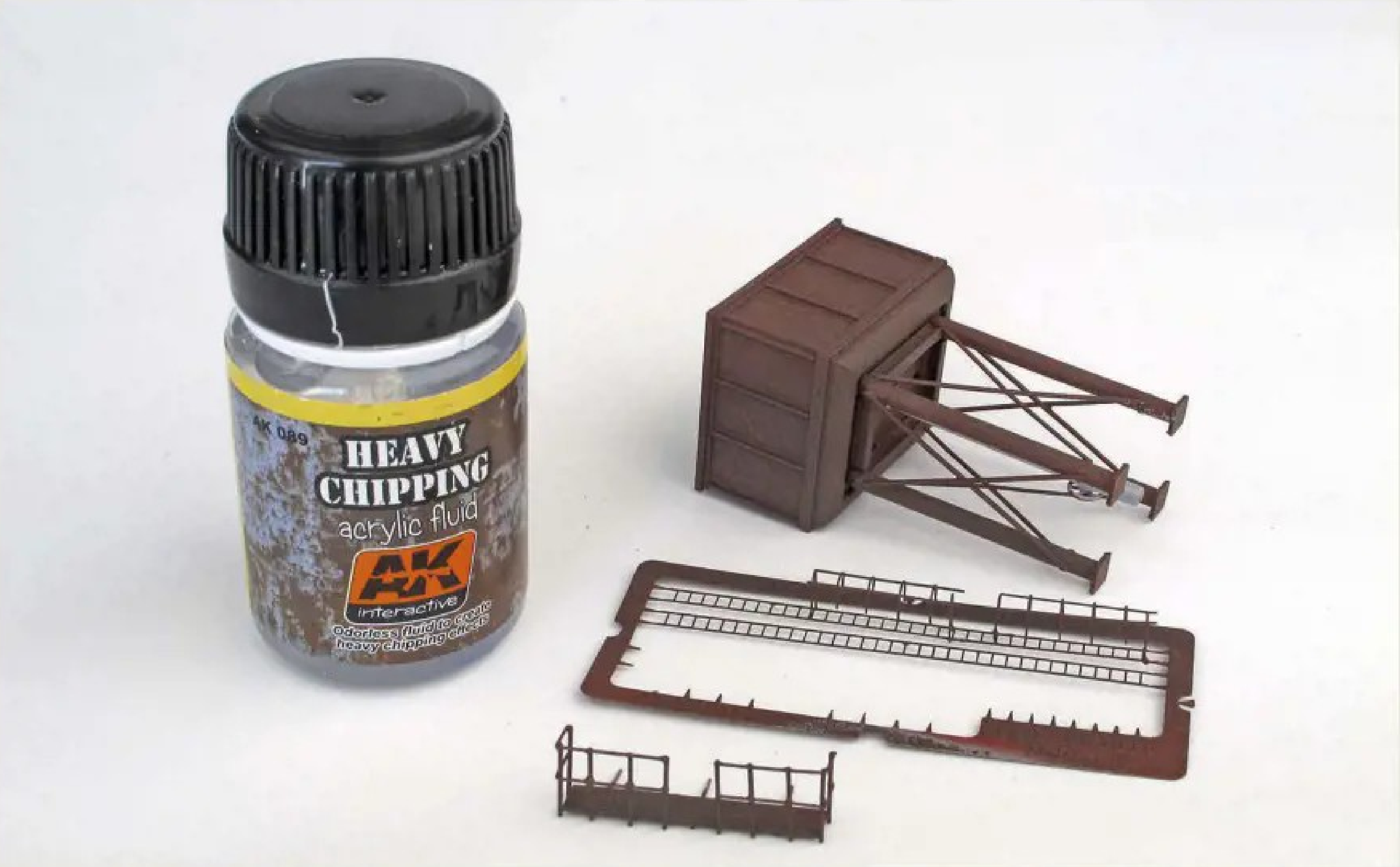


13 I cut off and re-stuck parts down where necessary so that all the painted areas were exposed to paint when spraying with primer. Only stick a small portion of the part down to the runners so that they aren't difficult to remove again later. This saves having to patch paint again later.

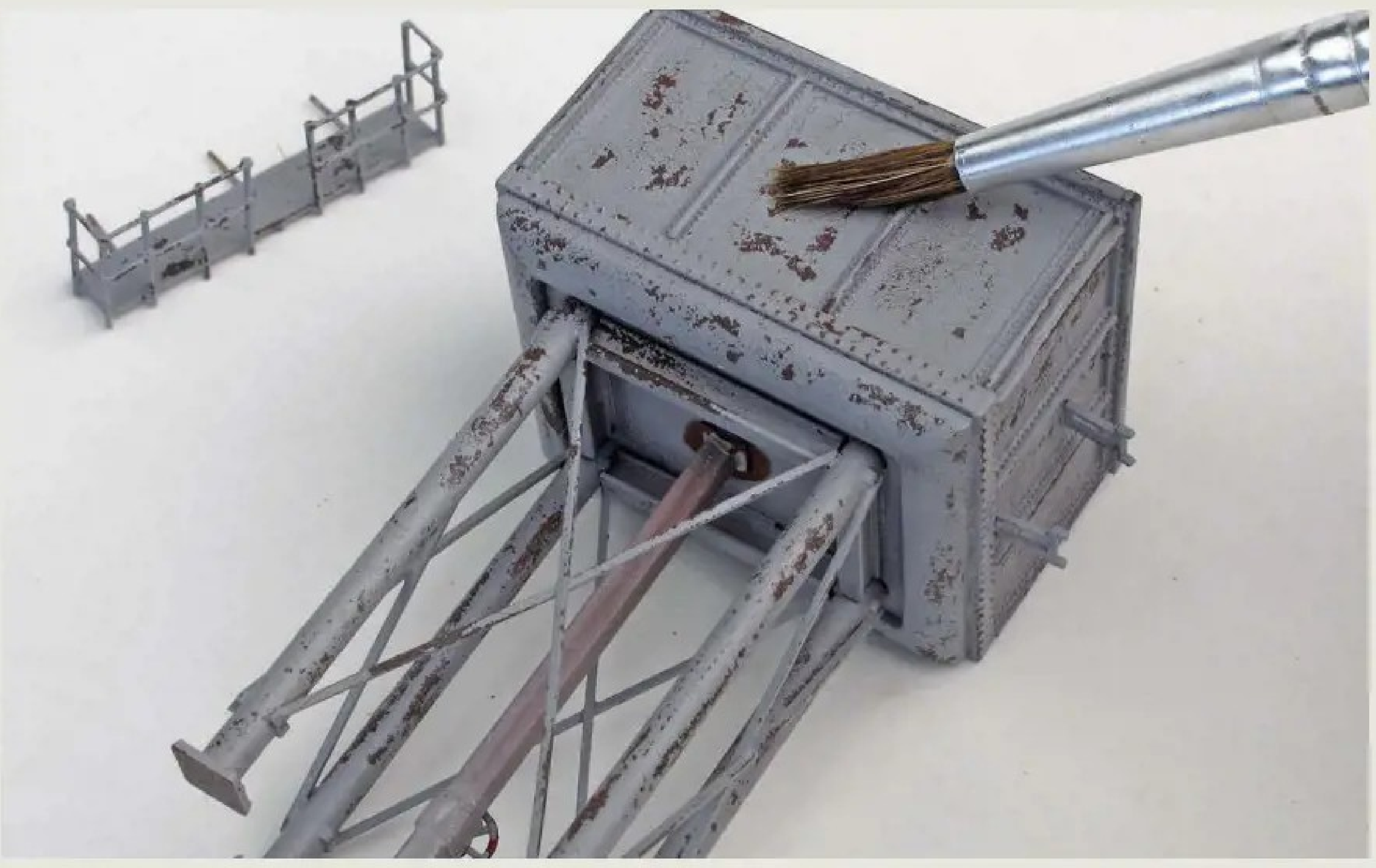


14 Rust the tank using different shades of dark brown, adding white and then black to the original mix to achieve this. Apply the paint using a toothbrush and draw the bristles back using a blunt object, such as a lollipop stick. Put paper down, as this is a messy task, and use a paper tube to mask the water supply column.

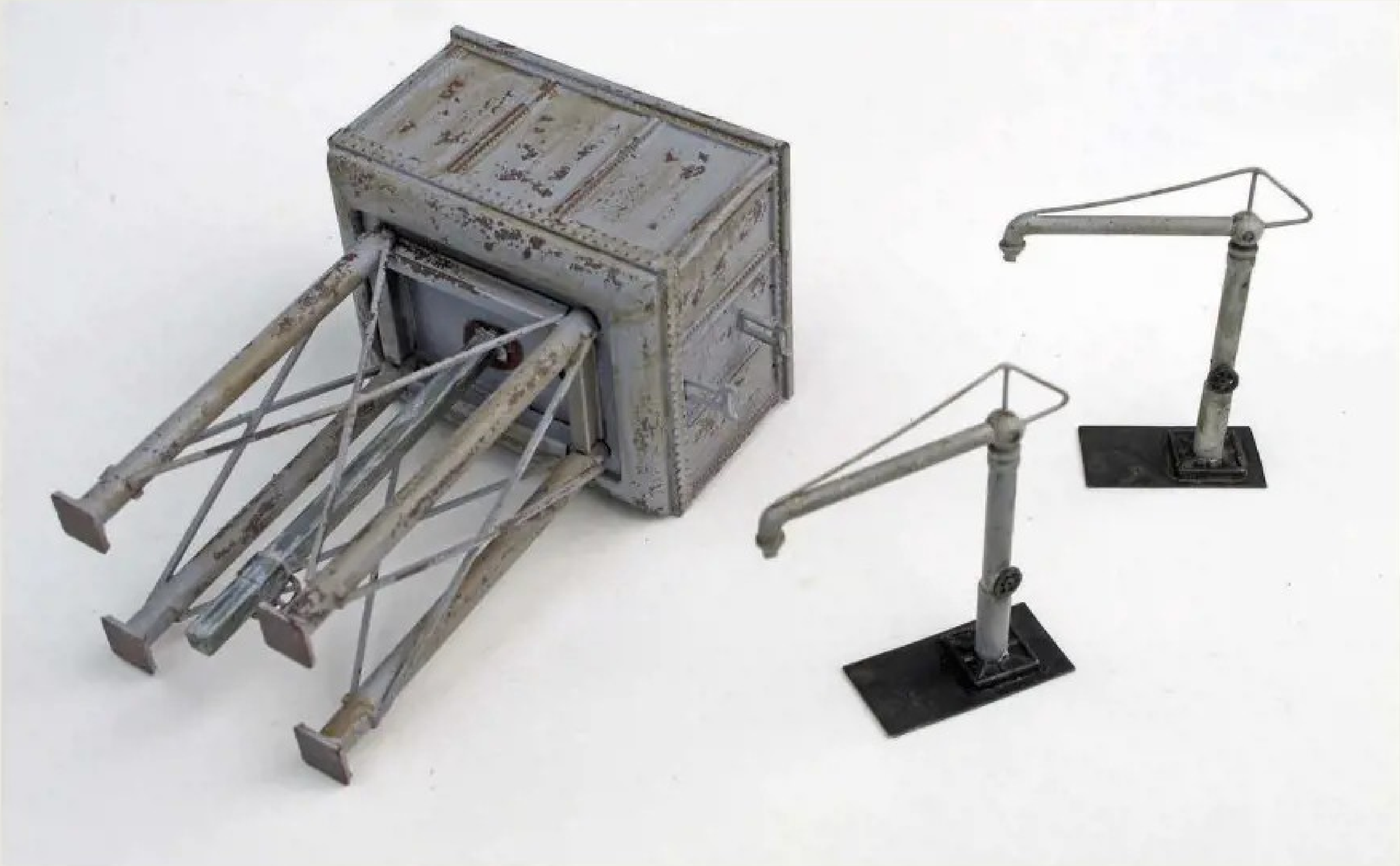
15 Paint the small parts with the topcoat while still in place on the runners and only remove when fully dry. If applying using a brush, thin the paint and apply two coats if necessary to achieve full coverage.



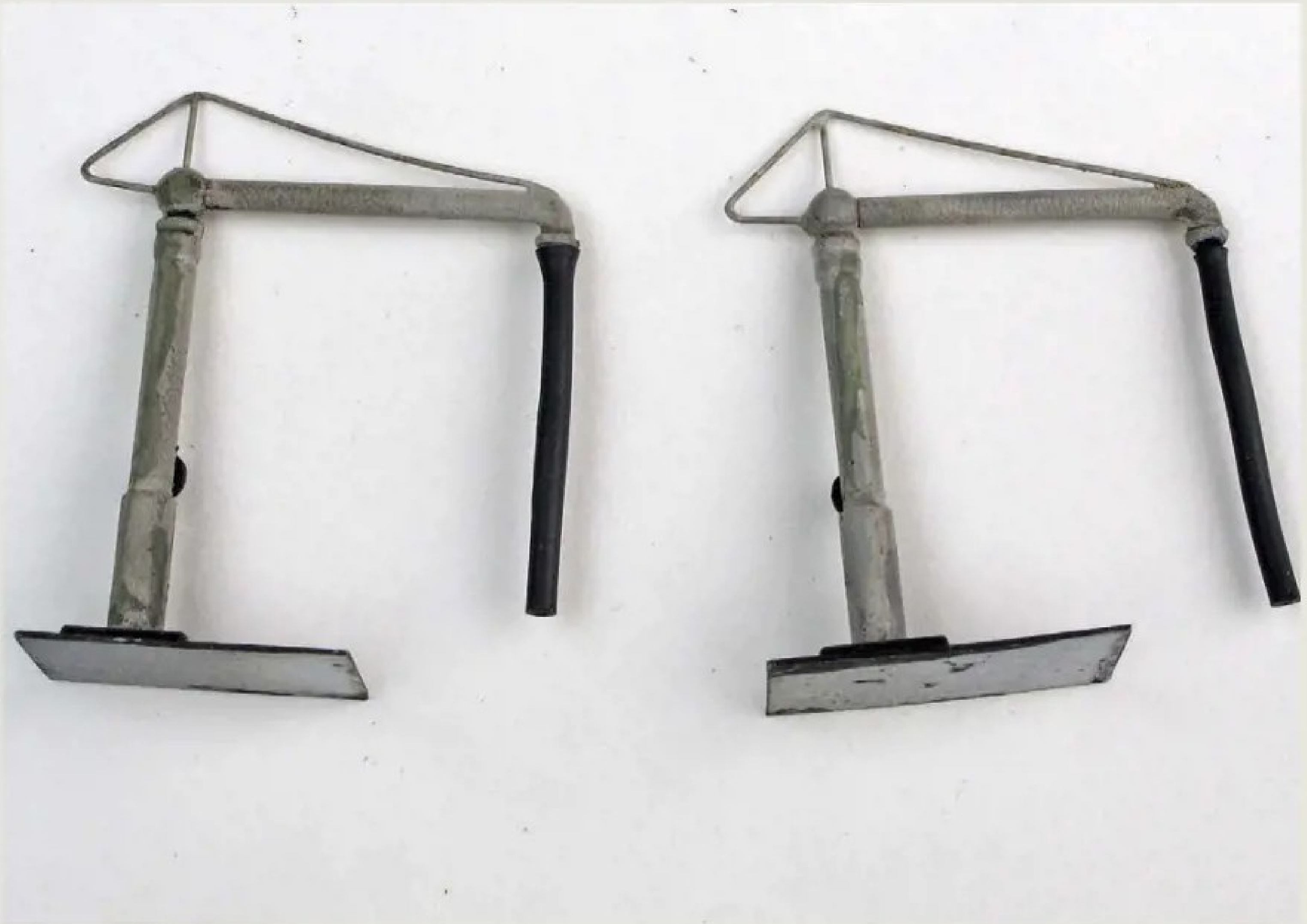
16 When dry, spray the areas painted rust with a chipping medium. This is best sprayed on and you could try hairspray, although the results may not be as good as a dedicated product. Several coats are needed.



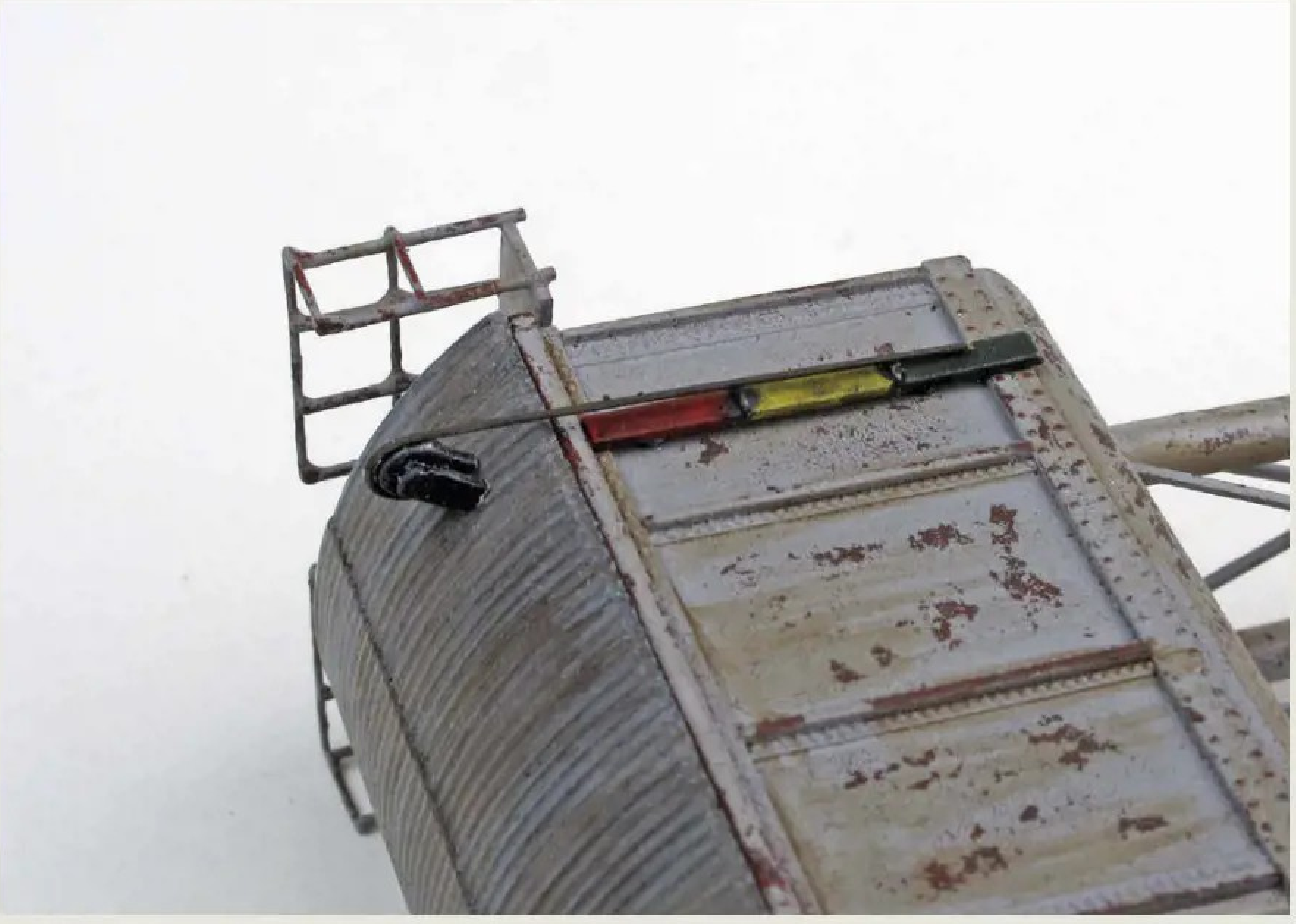
17 Apply a topcoat of your choice. This can be any colour, but you must use acrylic paint otherwise the chipping fluid cannot be reactivated. When the acrylic is touch dry, use a brush dampened with water to gently rub the paint away to expose the rust underneath.



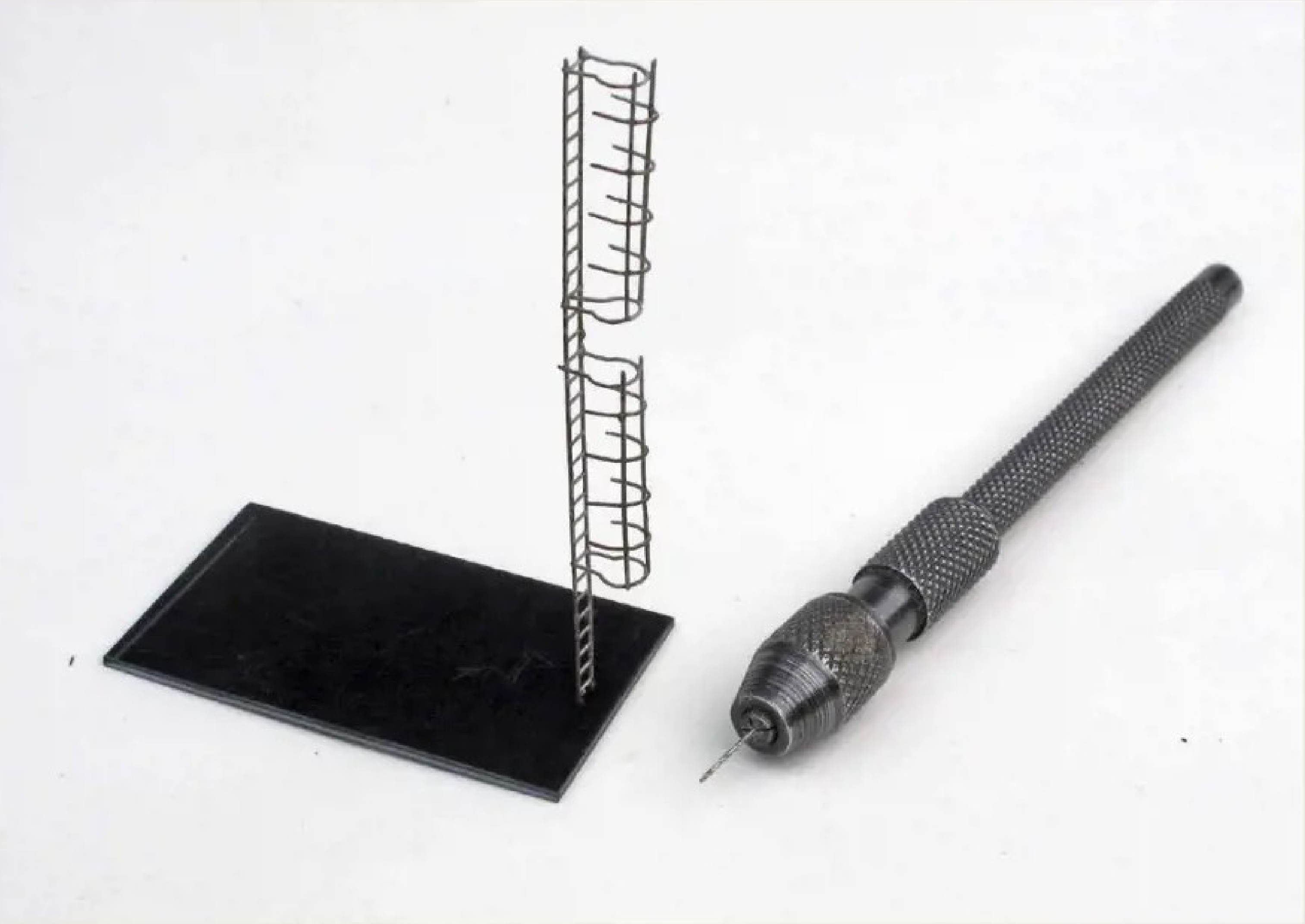
18 To weather, add thin washes of dark grey and rust. Apply as many coats as you require to get the desired finish. Aim for an irregular finish. To avoid reactivating the chipping medium, you may wish to use enamel for this step.



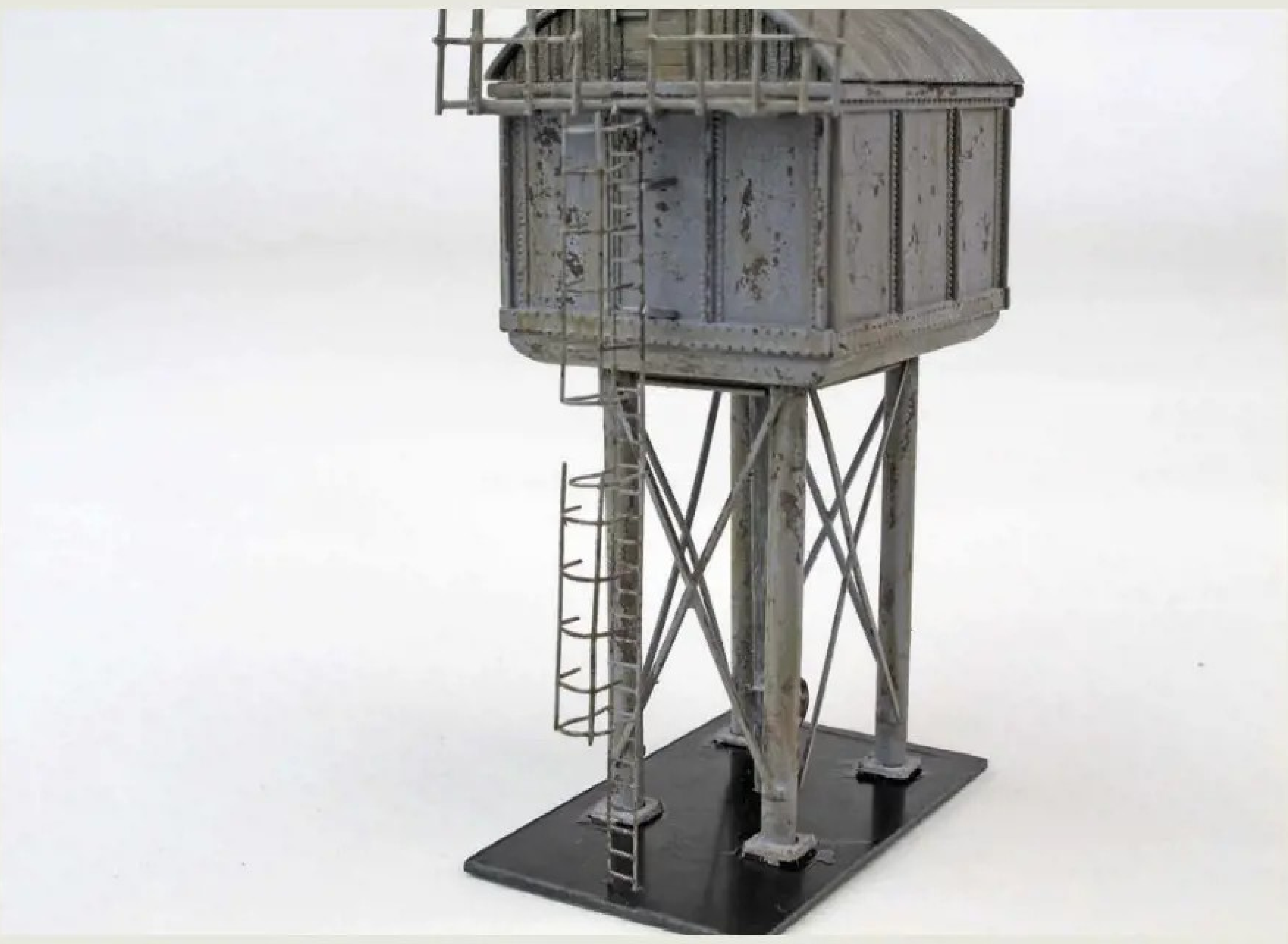
19 Cut two pieces of 2.5mm diameter heat shrink tubing and use a heat source (soldering iron) to shrink them down. The shrinking process will hold the tube in place, but if not, use a spot of superglue.



20 Stick the marker board and the pulley wheel in place first. Now, cut the float chain to length and fit in place around the pulley wheel. Finally, glue the marker diamond in place.



21 Cut a rectangle, 40mm x 25mm, for the base from 0.85mm plastic sheet. Using the ladder as a guide, drill two holes with a 0.4mm drill for the bottom of the ladder to fit into.



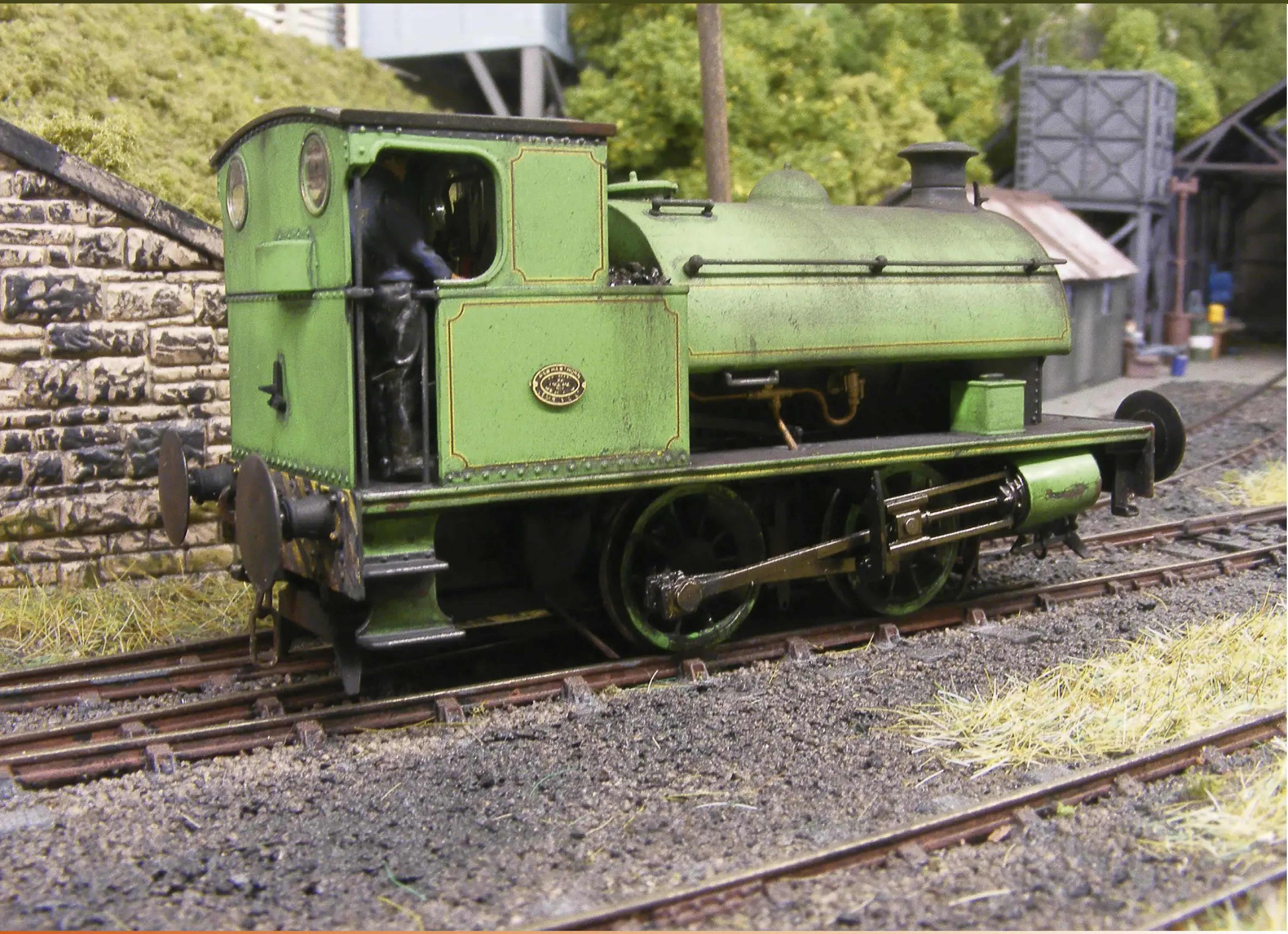
22 Fit the ladder into the base and use this as a guide to align the water tank on the base, gluing with poly cement. You might need to shorten the ladder to meet the bottom of the walkway.

CONCLUSION

When complete, I recommend spraying the entire assembly with an enamel matt varnish to protect it, as the chipping medium will make the finish susceptible to water damage. Unless you are going to install the model on your layout/diorama immediately, then it is worthwhile fitting a base as it will be much less likely to be damaged. The latter can be buried under the scenery when mounted in place.

The chipping medium worked, in fact, too well after three layers. You may like to use two or even a single layer; experimentation beforehand is recommended.

TOP TIP: Drill a 1mm hole in the underside of the tank. This is to prevent problems with glue fumes distorting the structure once it has become a sealed box.



Weathering a Dapol Hawthorn Leslie

By Dave Hall

WEATHERING, TO me, is the thing that sets a scale model apart from a toy. No matter how accurate the shape, or how much detail a model has in and on it, it simply does not look like the real thing without weathering.

What I will attempt to show is a hard-working industrial engine from no particular industry. One that isn't a foreman's pet or a wreck that is about to be sent to the breaker's yard. The model used here is a Dapol model of a 14-inch Hawthorn, Leslie 0-4-0ST, but the techniques shown here can be applied to any other industrial steam engine.

WHAT YOU NEED

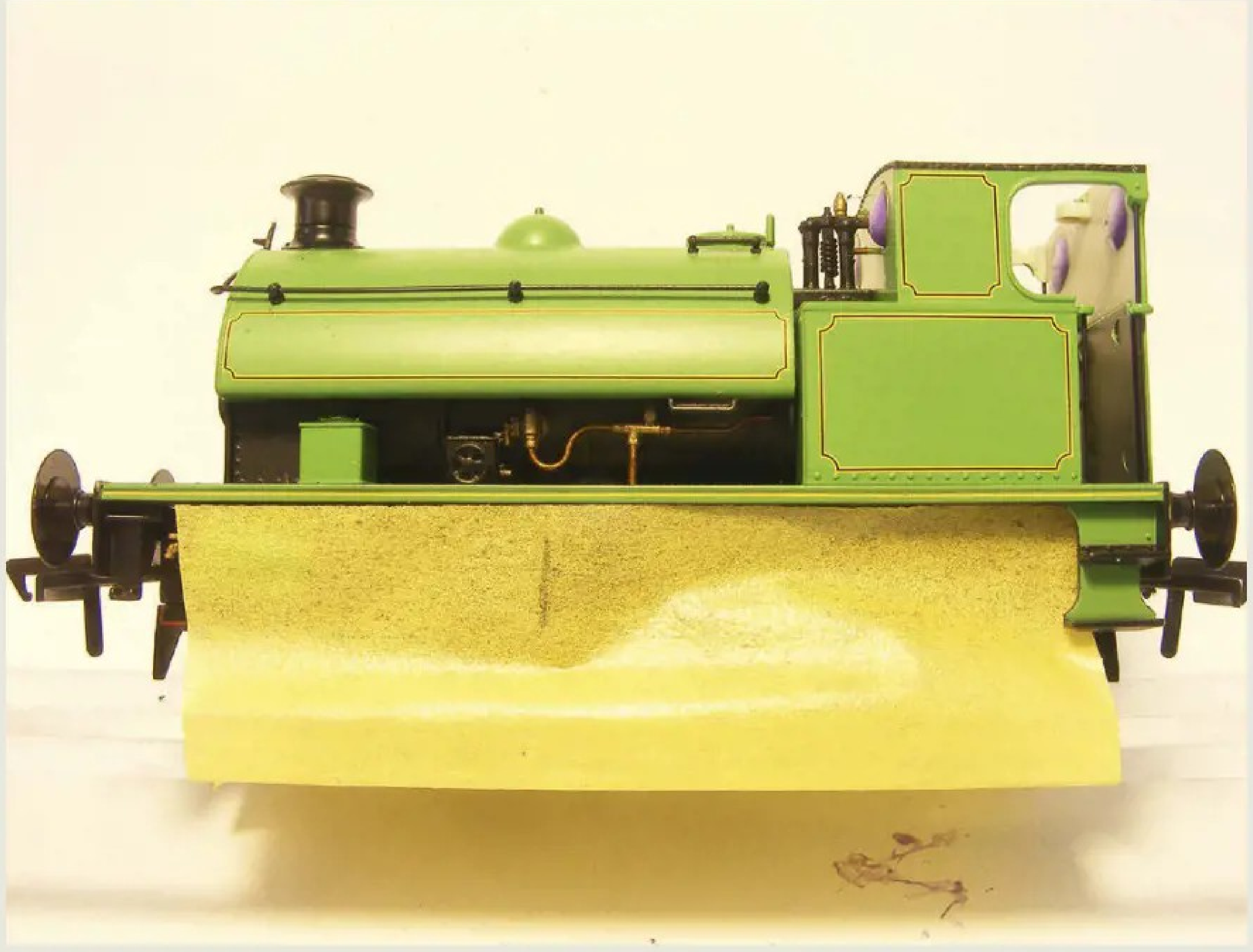
Abteilung 502
Track Rust & Black Smoke weathering powders

Dapol
Hawthorn Leslie 0-4-0ST

Humbrol
Acrylic varnish

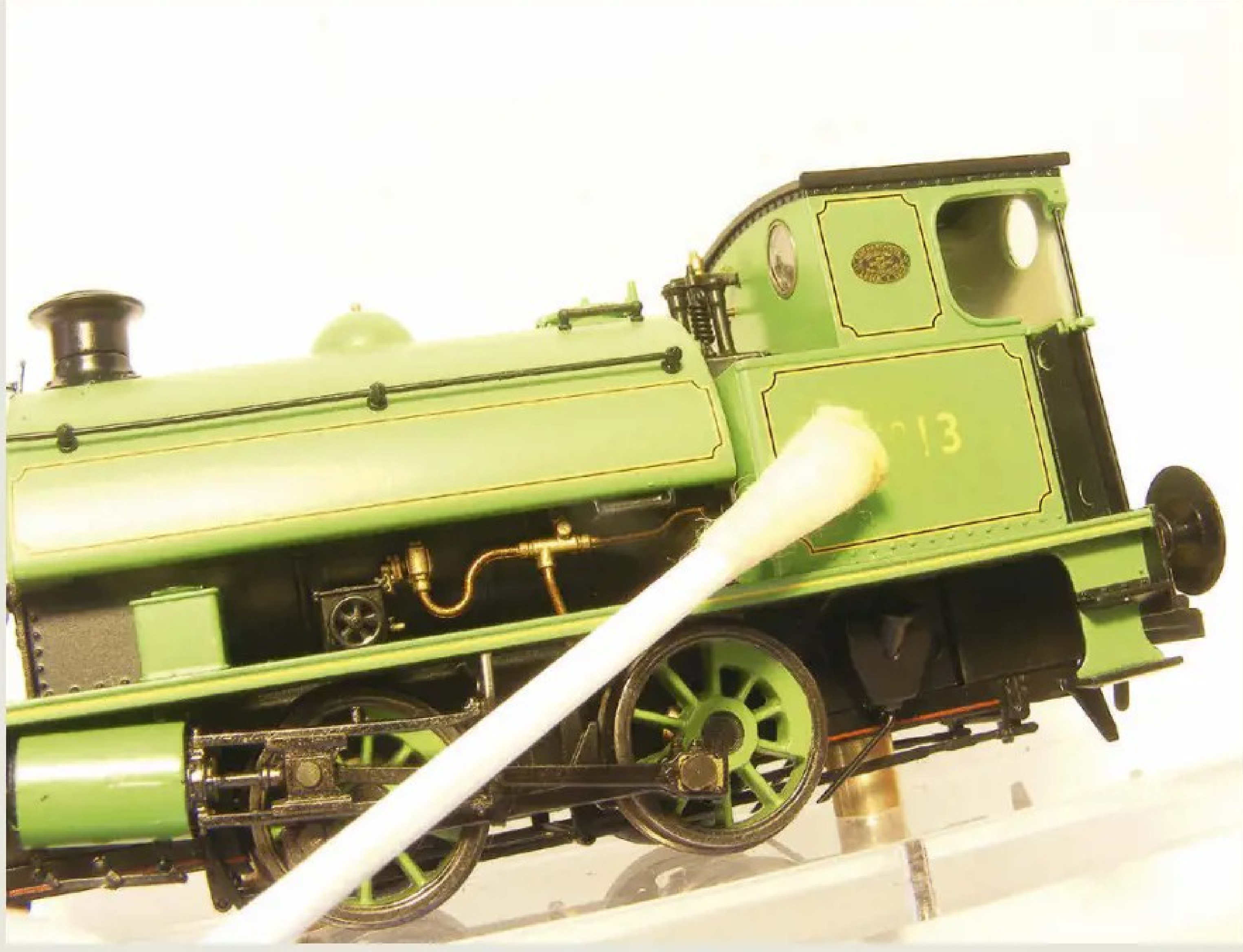
Tamiya
No.9 Hull Red, No.35 Park Green
No.85 Rubber Black

Other
Screwdriver, cotton buds, masking tape, coffee stirrers, T-Cut paint restorer, kitchen roll, various paintbrushes, graphite stick, thinners and gloss paints



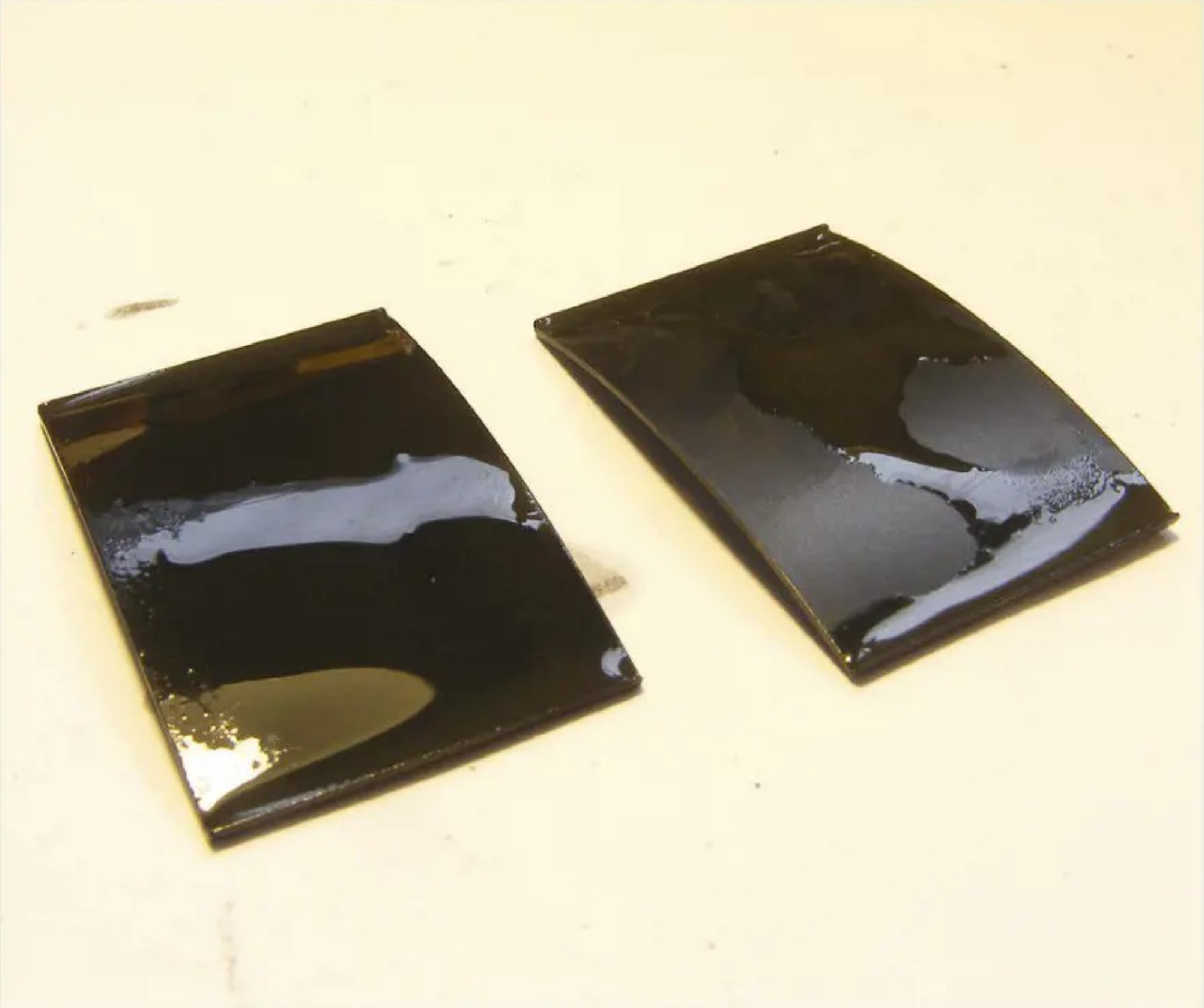
1 The first stage is to refit the transit plate, to which the model is screwed when it comes out of the box. I say refit, as you have surely already taken it off to test your model before doing something as silly as caking it in filth. Once it is fitted to the plate, remove the cab roof – this is held on by magnets, so is an extremely simple procedure. With this done, the windows and wheels need to be masked-off for spraying.

Apply modellers' masking tape over the cylinders, wheels and motion, as shown. If you are really concerned about stray spray getting to the wheels from the front and rear, you can add tape across the ends. Fix the cab roof to a stick, coffee stirrer, etc., to hold it for spraying separately from the rest of the model. If you wish to remove any names or numbers from the model, then now is the time to do it.

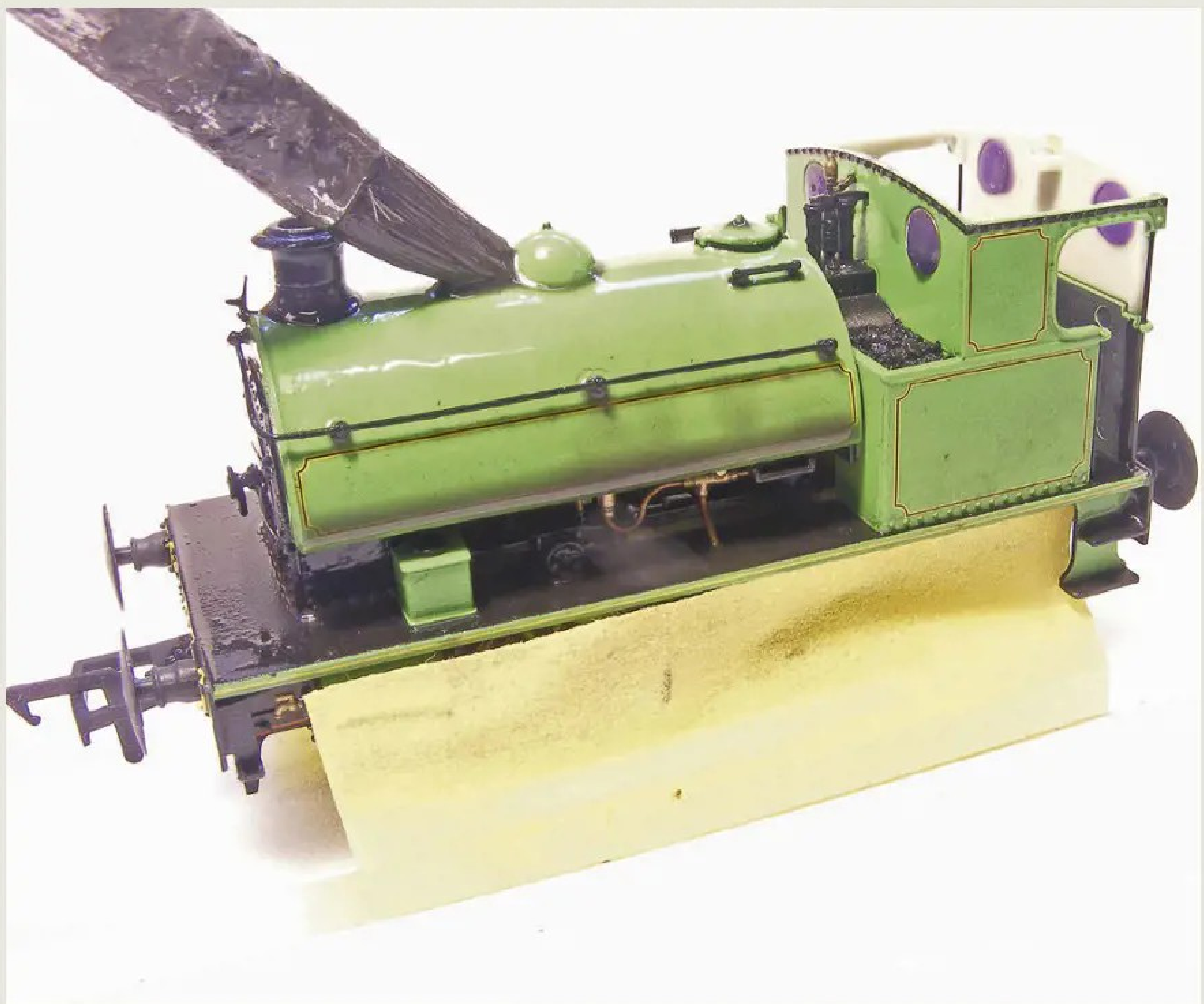


2 Using a cotton bud soaked in car paint restorer (T-Cut), work with small strokes or a circular motion over the lettering until it is dissolved away by the T-cut. Be careful not to overdo it, otherwise, you could cut into the paint layer and possibly expose the bare metal or plastic underneath! Using a fresh cotton bud, wipe away any mess and use yet another cotton bud, this time with a little water, to remove any remaining T-cut or dissolved lettering. Give the area a final wipe with a small piece of kitchen roll.

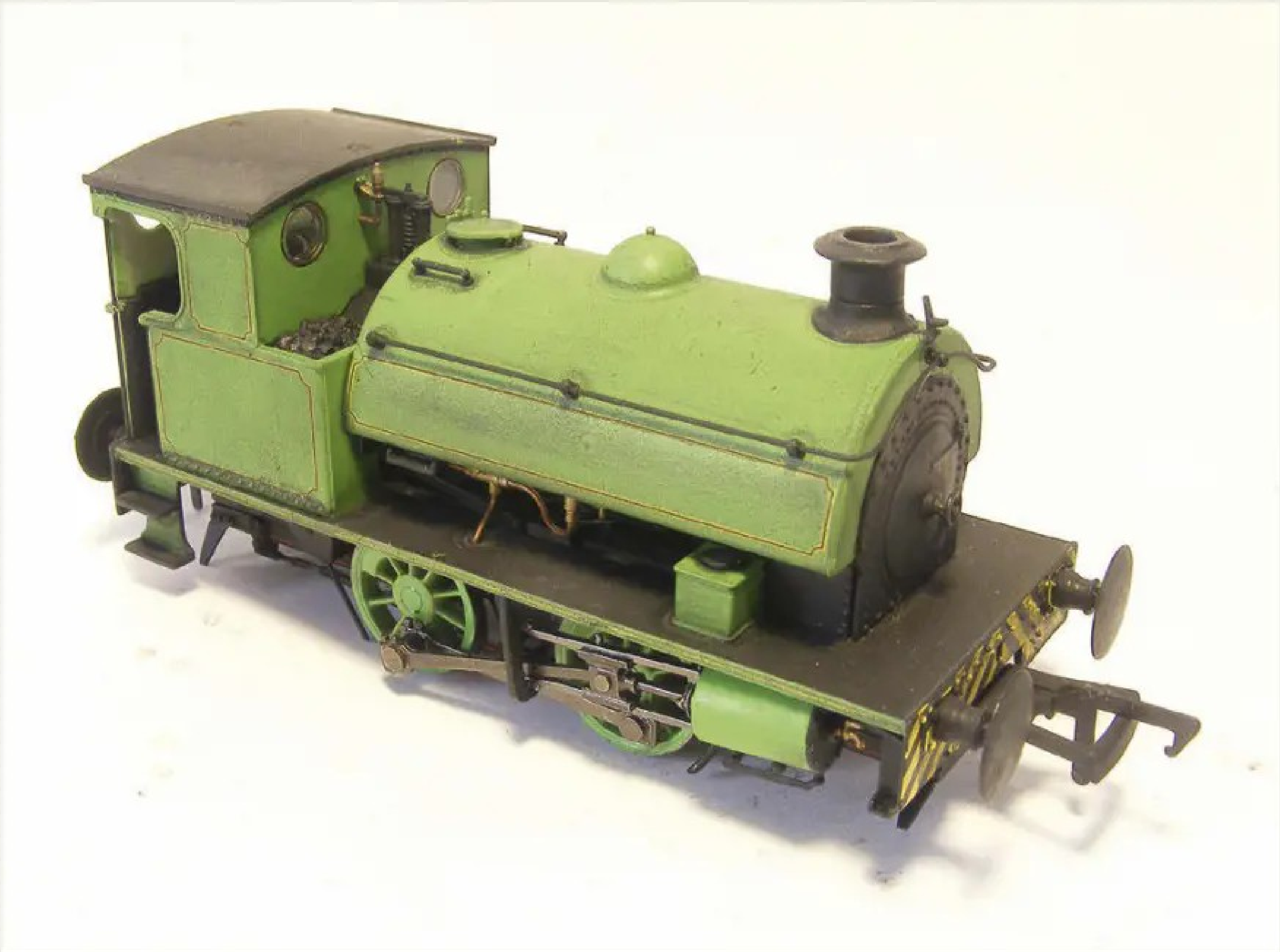
Spray everything that is exposed, including the inside of the cab, with clear matt varnish. I always use Humbrol Acrylic varnish for this and can't vouch for other types. This stage takes away that plasticky finish that all RTR models have and prepares it for further stages. Once sprayed, leave for at least 24 hours before going on to the next stage.



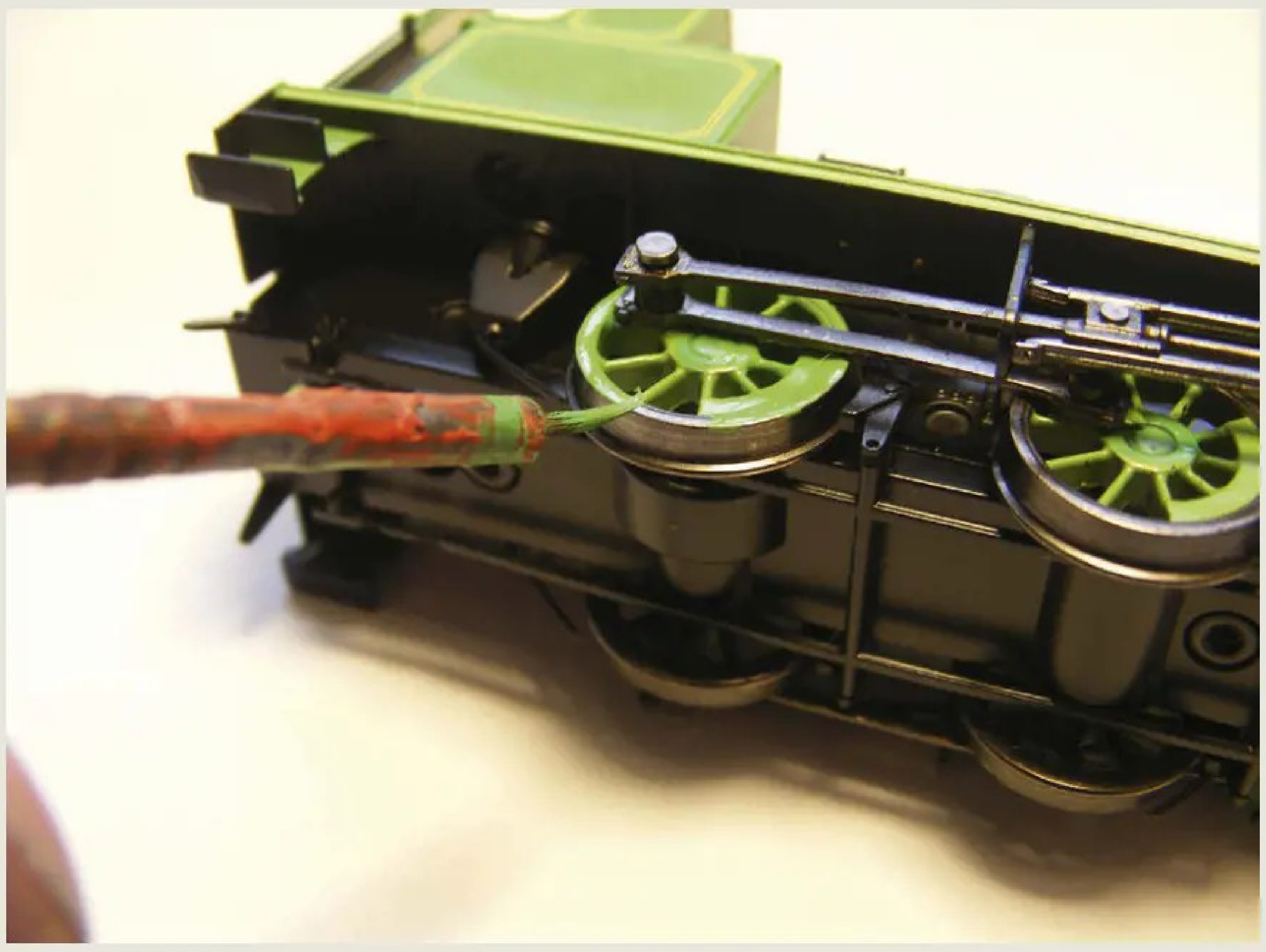
3 The above picture shows why it is necessary to apply a coat of matt varnish before applying a wash. The cab roof, where the wash has not covered properly, is from an unvarnished model. The one on the right received a coat of matt acrylic varnish. The wash is a simple mixture of Tamiya No.85, Rubber Black, and thinners. There is no particular ratio, it's a matter of pouring the thinners into the jar and adding very small amounts of paint, thoroughly mixing and testing.



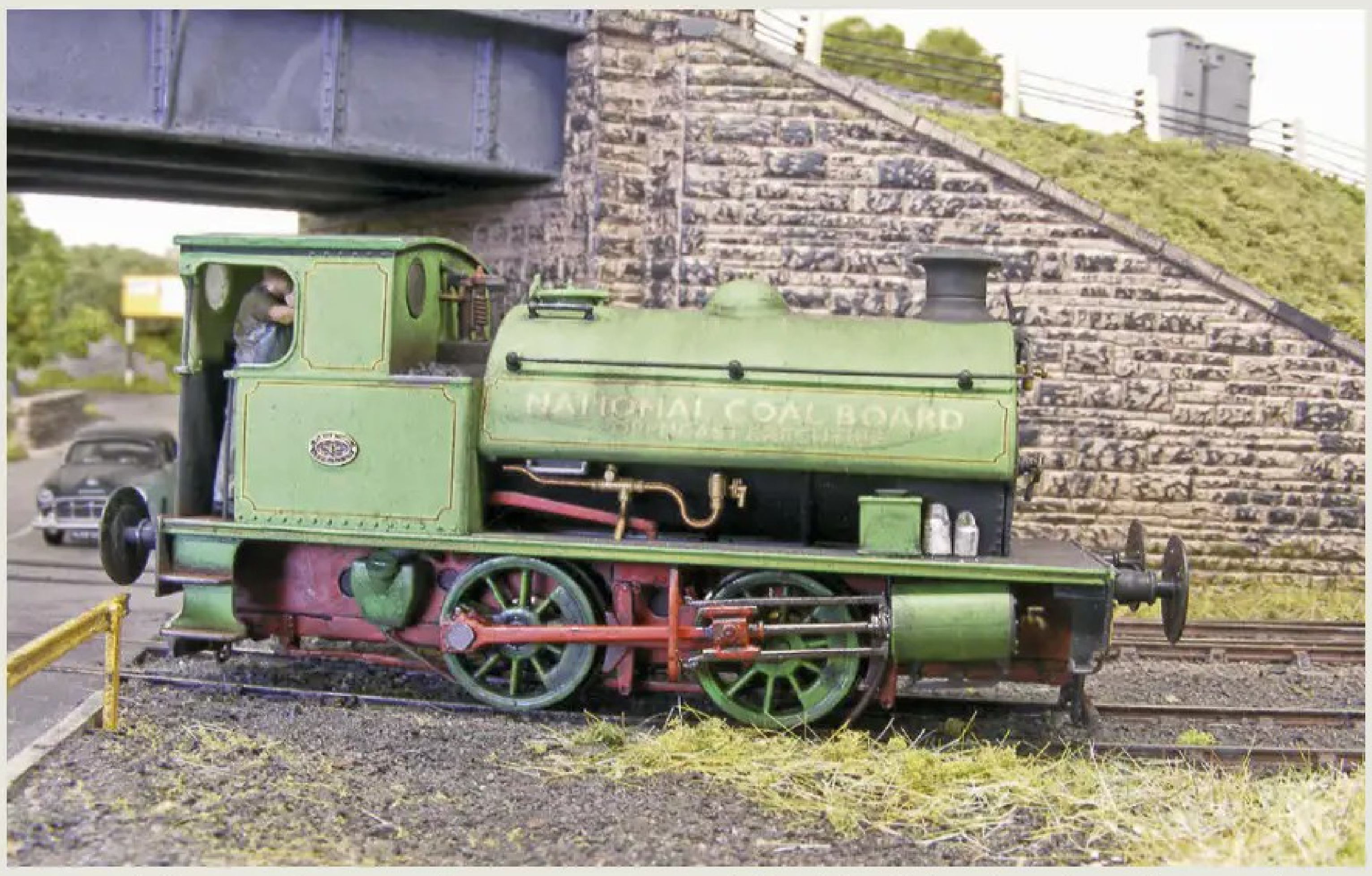
4 Try it on a piece of paper, some plain Plastikard, an old wagon, etc. It should be an extremely thin mixture. Once you have a wash that you are happy with, use a broad brush and apply it to all of the exposed bodywork, including the running plate and the inside of the cab. Work quickly and be sure not to leave any patches untreated. Don't forget to do the cab roof! Leave the wash to dry properly before moving on.



5 The model after the wash has dried. If your wash didn't cover as well as you would like, add a little more paint and go over the model again, but only after the first coat has been left for a couple of days. Going over it before the first coat is properly hardened is likely to literally wash off some of what you have already applied, which can result in a patchy finish. With the basic dirt applied, we can now move on to the detail weathering and additional painting.



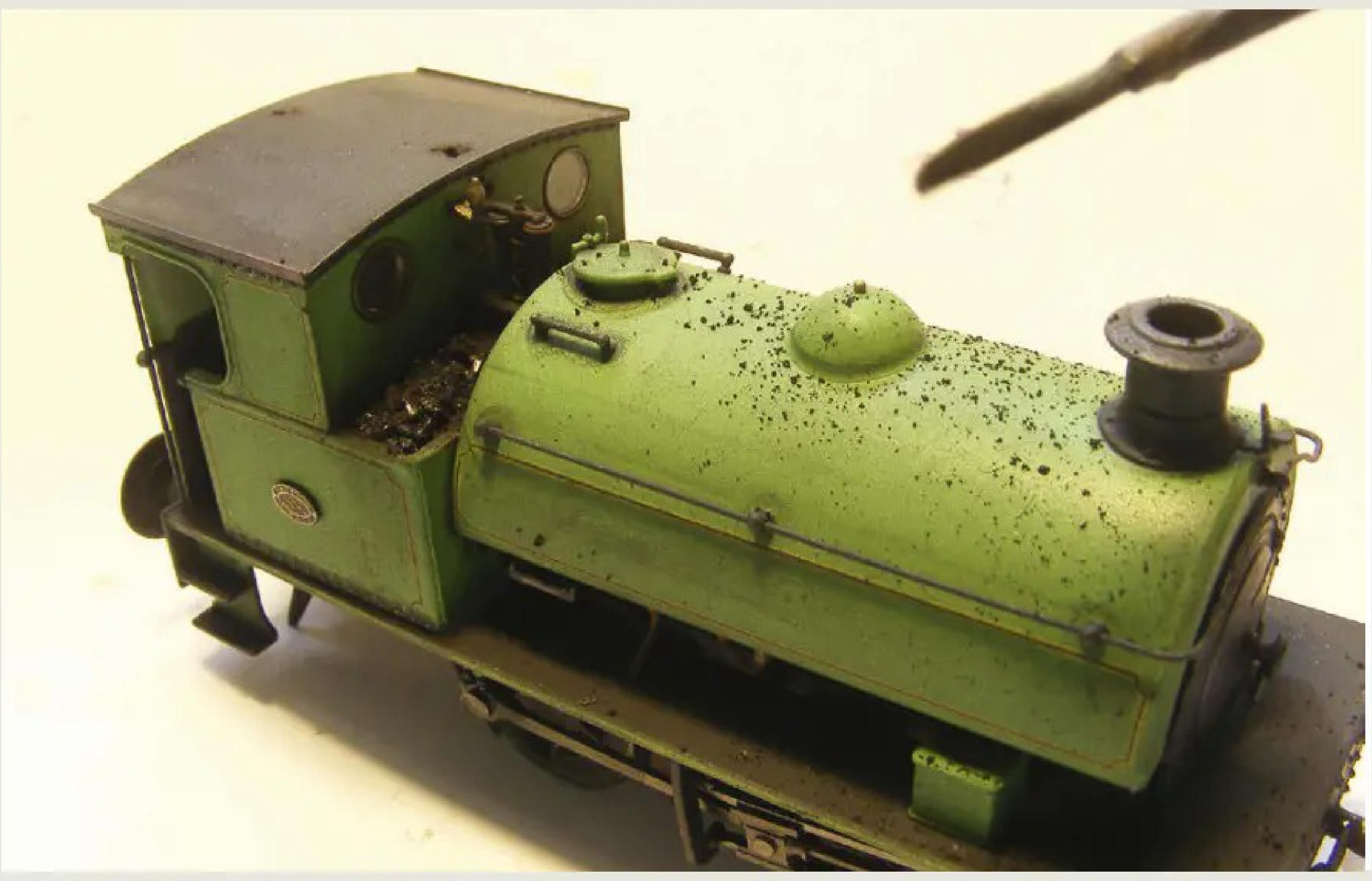
6 For reasons best known to themselves, Dapol has left the sides of the tyres unpainted, so this needs to be rectified. I can't say which particular shade of colour to use on the other versions of the model, but on this bright green model, I got a fair paint match by using Tamiya Park Green, with a small amount of yellow added. A precise colour match isn't important as, depending on how far you want to go, most of it may end up covered in muck.



7 The safety valves are moulded in black plastic and have been left unpainted, so require attention. I use Tamiya No.9 Hull Red as a base coat for rust effects. When dry, go over the safety valves with a suitable weathering powder, using a very small paintbrush. For this sort of dark and old rust, I use "Track Rust" from Abteilung 502.

The buffer heads on the model are painted shiny black but by now this will have received a coat of matt varnish. The central portion of the heads would, of course, become rusty, but with regular use, the area could also have a small area of shiny metal exposed. For rusty areas, treat as per the safety valves. For shiny metal, go over the area with a pencil or graphite stick. To make the contact area appear greased, I make up a small amount of paint using yellow gloss varnish, brown, grey and a little metallic silver and apply by stippling with the end of a brush.

Cab steps, tank steps and handrails all lose a certain amount of paint and the exposed metal can become shiny through hands and boots rubbing the paint away. Rub the edges of the steps and areas where the handrails would see a lot of wear, with a touch of graphite to replicate this.



8 With the main body now having a matt finish, with a general light coating of dirt from the wash, and the small details attended to, you may wish to leave it there, or you may wish to give your model further general dirt and also attend to the area under the running plate.

To attend to the chassis block and wheels properly requires a lot of dismantling, so is best avoided unless you consider yourself competent to do so. Instead, paint visible areas Tamiya No. 85 paint to take away the shine from the factory paint.

The rods are best removed for weathering but can be done in-situ by applying a tiny amount of thin lubricating oil to the crank pins before using any washes or paint on them. The same greasy mix as used on the buffer heads can be used on the rods, around the crank pins and some black weathering powder stippled with a brush whilst the greasy mix is still wet. The wheels can be given a wash and the same treatment as the rods.

Whether or not you have weathered the wheels and chassis block, the final stage is to add soot to the bodywork. I load a small paintbrush with some black weathering powder and tap the brush, causing the powder to fall onto the tank and cab roof. I then take a larger brush and work only in downward strokes to spread the powder on the entire area.

Revolution trains

Coradias and car carriers

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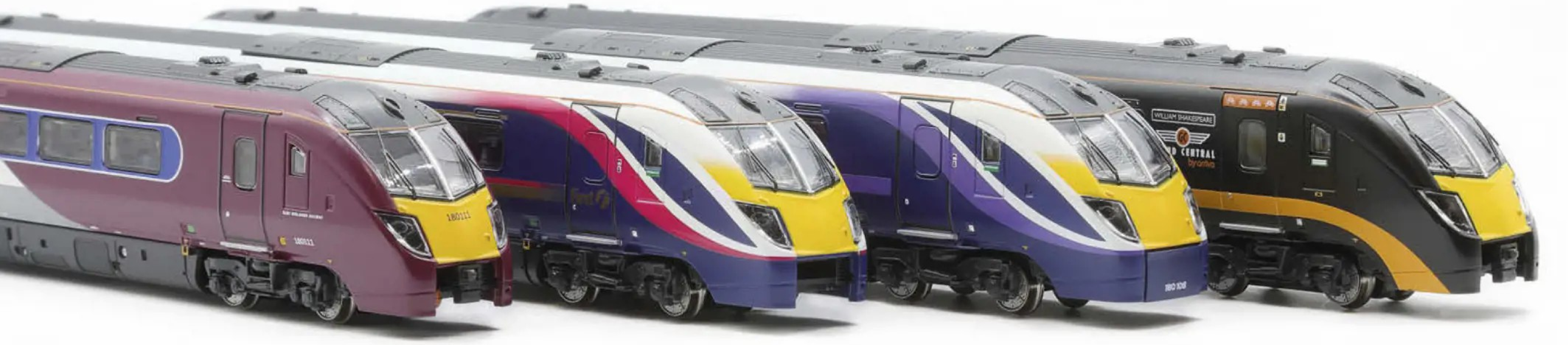

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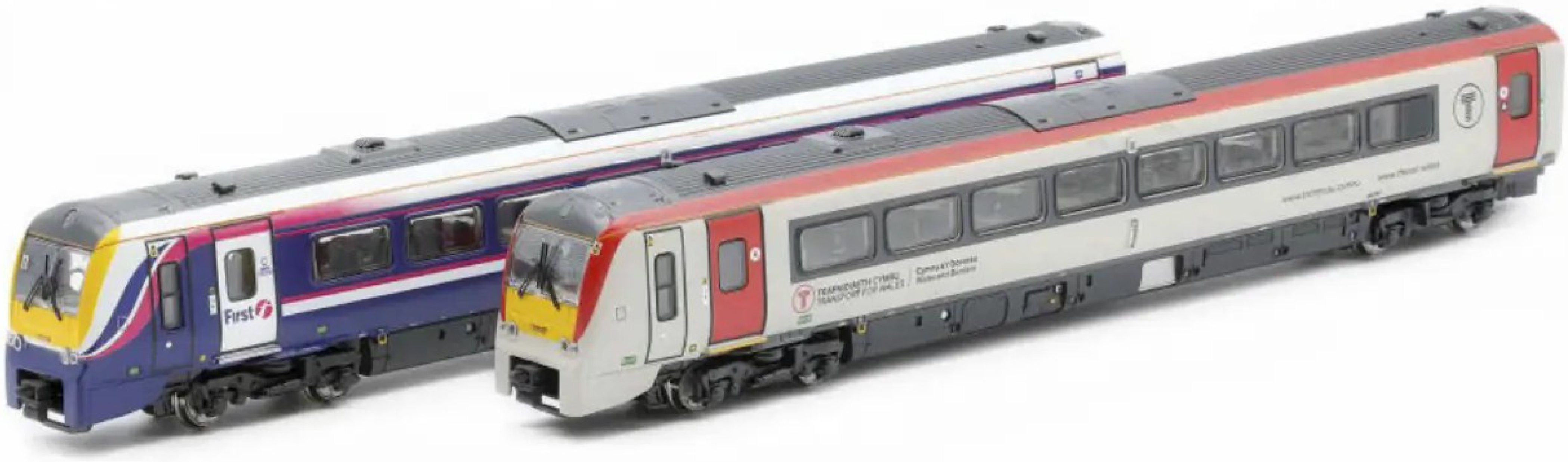

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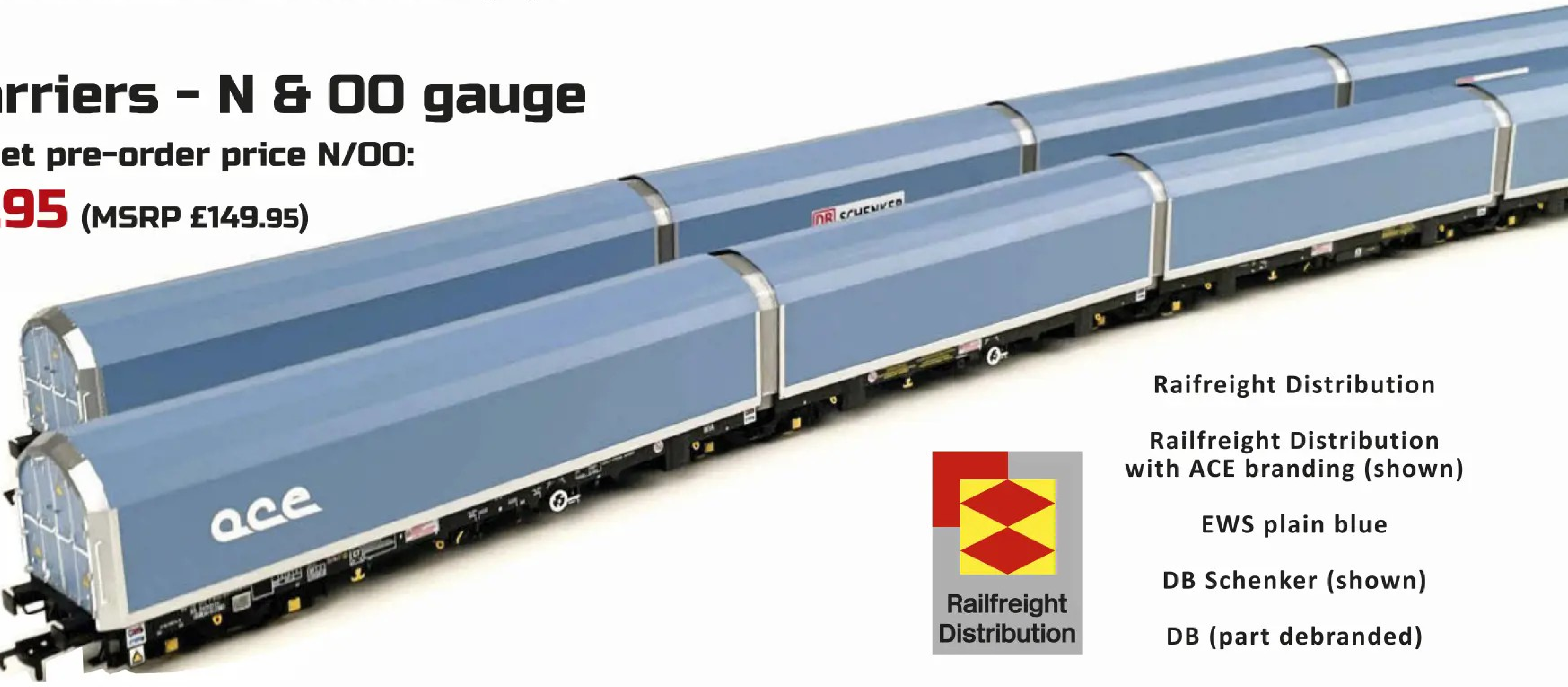

Railfreight Distribution

Raifreight Distribution

Railfreight Distribution
with ACE branding (shown)

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Faringdon (P4)
Grantham - The Streamliner Years (OO)
Harton Gill (P4)
Halden Lane (OO)
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Lisworth Bay (N)
Llanfair Rhyd (OO9)
Llawryglyn (EM)
Ludlow (N)
Melton Mowbray (North) (N)
Midholme (N)
Newcastle-by-the-Water (N)
Newvaddon Parkway (N)
Nine Mills (N)
OO Live Steam Roadshow (OO)
Oulton TMD (OO)
Penworth (N)
Plumpton Green (P4)
Port Washington Terminal Railraod (HO)
Rossiter Rise (OO)
Royal Albert Bridge (N)
St Ruth (2mm FS)
Streeton Way (O)
Titfield Station & Film Set (OO)
Verneuil-Les-Vignes (N)
Wimborne (OO)

Children's Layouts: **Lego City** (L), **Sakura Crossing** (HO), **Sodor Island** (OO)

McKinley Railway Demonstration featuring **Kaninchenbau** (HOm)

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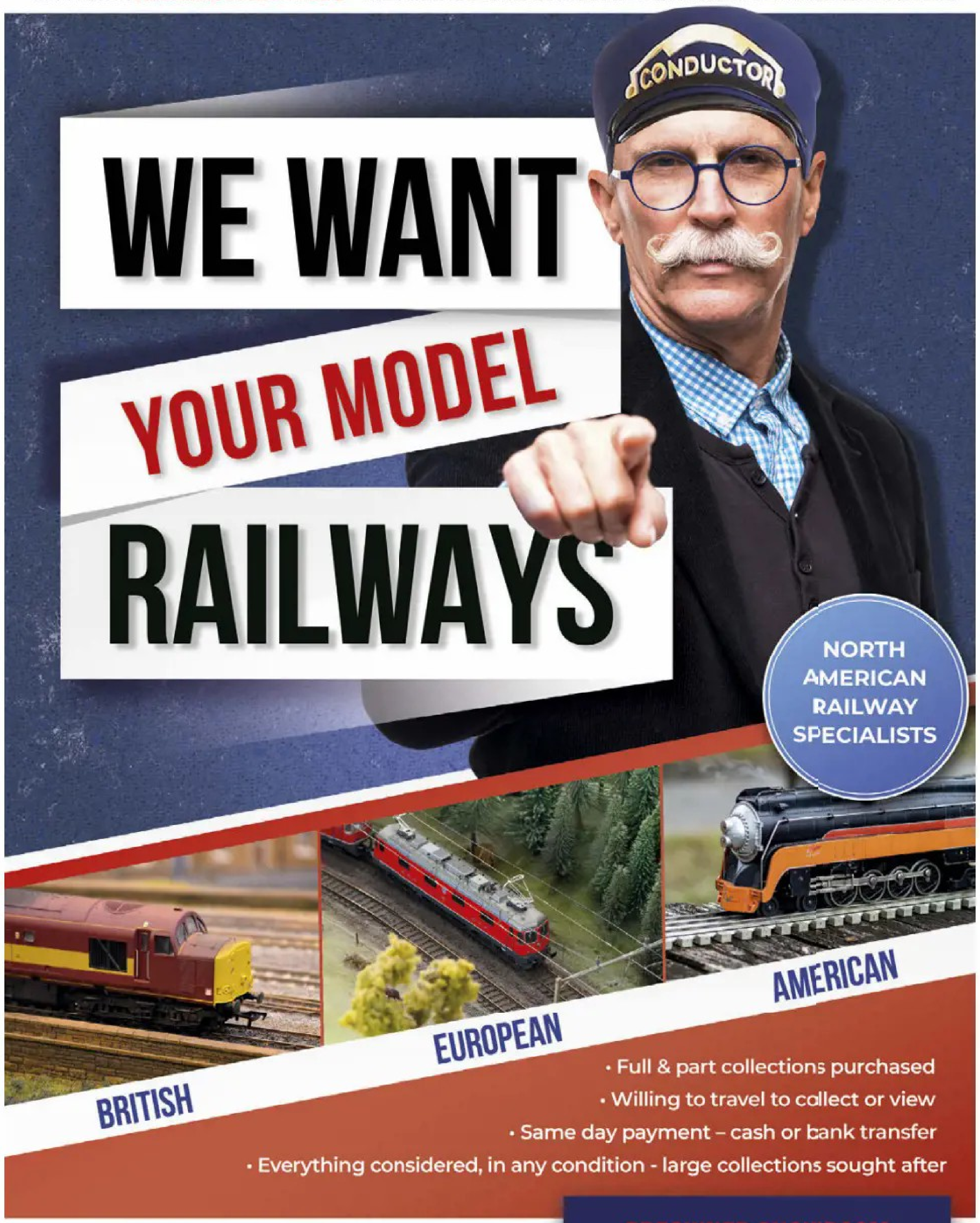

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THE SURVIVORS

Diesels at Doncaster in the 1980s

ALSO INSIDE:

- EE Type 1s
- Petroleum Terminals
- Nantwich

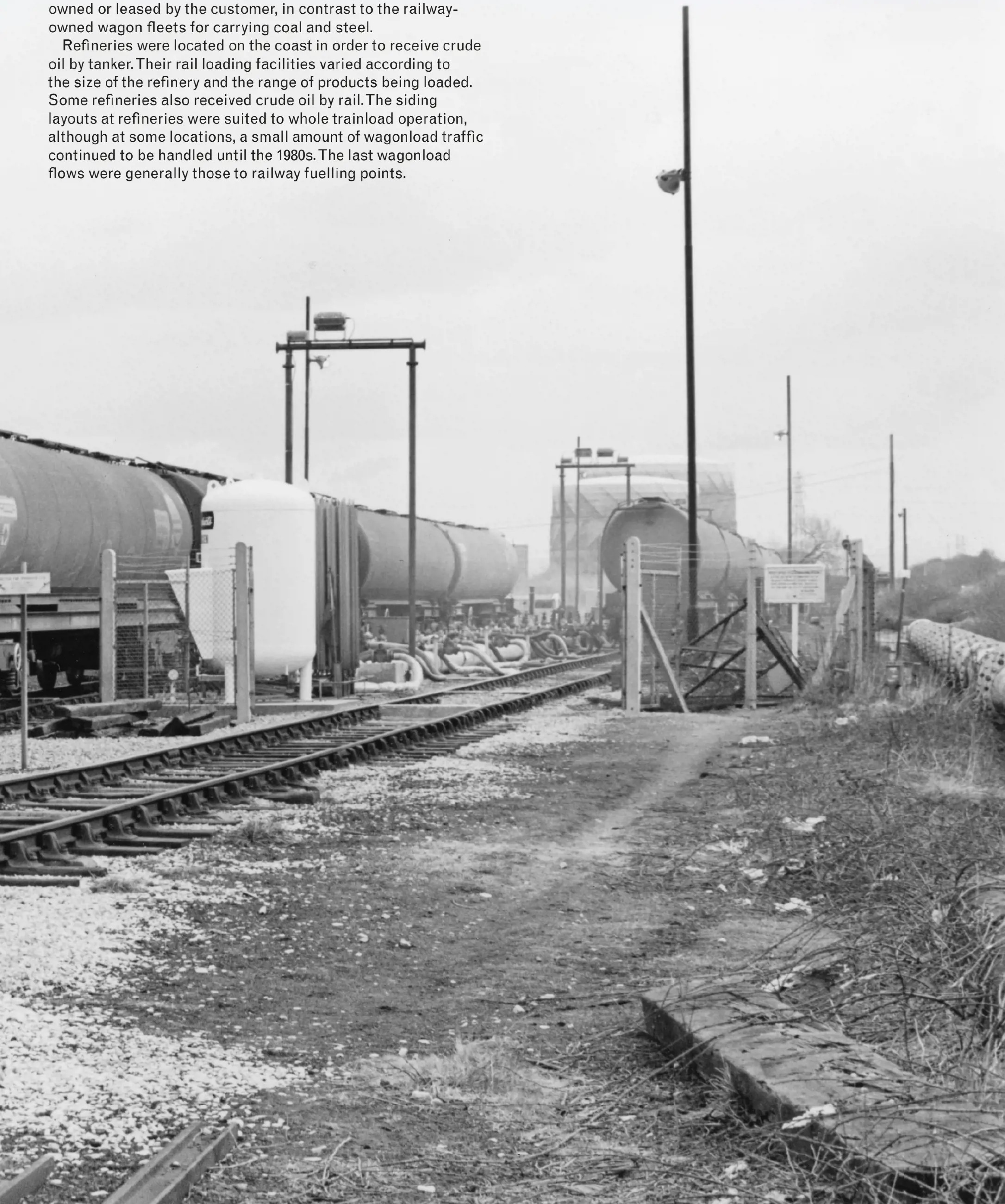
PETROLEUM TERMINALS

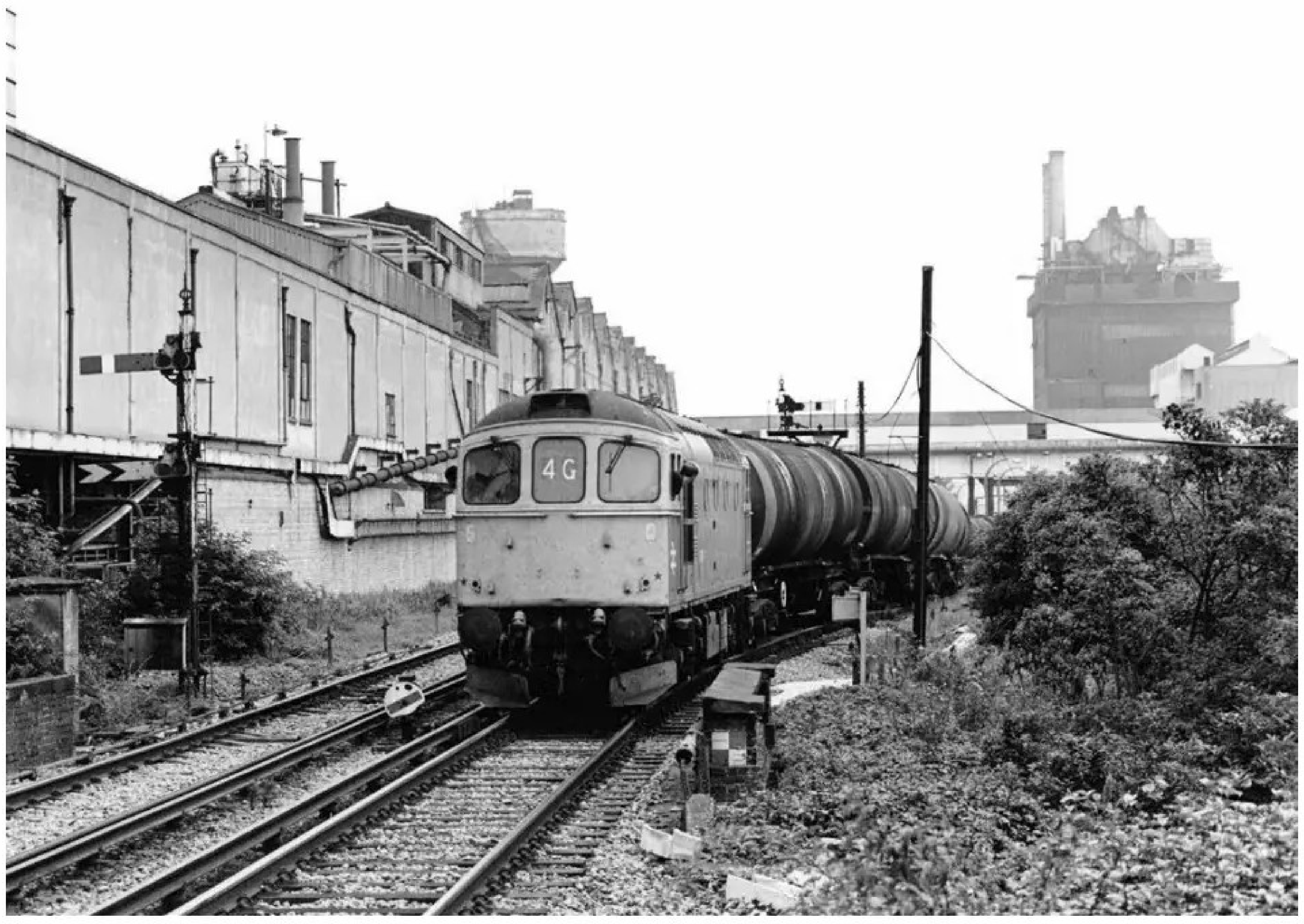
Paul Shannon examines the rise and fall of specialised terminals that forwarded and received petroleum products, ranging from bitumen and heavy fuel oil to kerosene, jet fuel and liquefied petroleum gases (LPG).

The demand for petroleum in the UK rose dramatically in the early 1960s, largely as a result of increased car usage. This growth prompted the signing of long-term contracts between British Rail and the oil companies to distribute refined products from more than 15 refineries and import terminals to a large network of regional distribution terminals. The overall quantity of petroleum carried by rail rose from 5.2 million tonnes in 1962 to 21.6 million tonnes in 1972. This growth required the building of a huge fleet of tank wagons, which were owned or leased by the customer, in contrast to the railway-owned wagon fleets for carrying coal and steel.

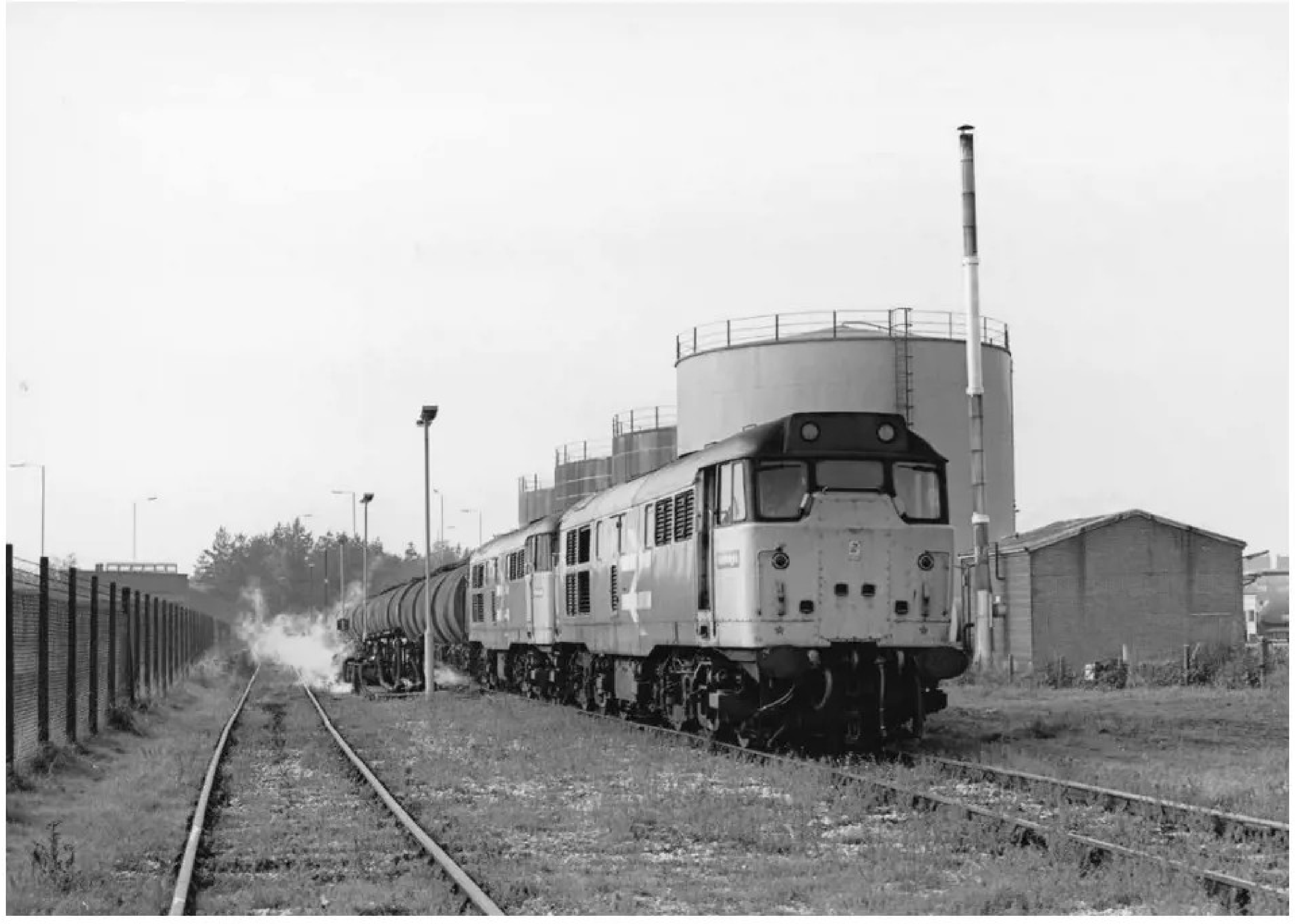
Refineries were located on the coast in order to receive crude oil by tanker. Their rail loading facilities varied according to the size of the refinery and the range of products being loaded. Some refineries also received crude oil by rail. The siding layouts at refineries were suited to whole trainload operation, although at some locations, a small amount of wagonload traffic continued to be handled until the 1980s. The last wagonload flows were generally those to railway fuelling points.

The British Tar Products terminal at Glazebrook was reached by a spur from the ex-Cheshire Lines Committee Liverpool-Manchester line, running parallel to the Glazebrook-Skelton Junction freight-only line but at a lower level. For many years, Glazebrook was served mainly from Haverton Hill, but it also received deliveries at various times from Coryton, Lindsey, Waterston and Port Clarence. On April 4th, 1986, 37023 pulls discharged tanks out of one of the sidings ready to form the 13:00 departure to Haverton Hill. The Glazebrook terminal accepted its last delivery in September 1999. PAUL SHANNON





Reed Paper at Aylesford, between Maidstone and Strood, took trainloads of fuel oil until the mid-1980s. Loaded trains were routed via Paddock Wood in order to gain access to the siding on the west side of the line. 33201 backs into the siding after working the 03:35 departure from Ripple Lane on August 23rd, 1983. The load is a typical mixture of two-axle and bogie wagons, their black livery denoting a Class B or 'heavy' product. PAUL SHANNON



The Charringtons heating oil terminal at Anglesea Sidings, Brownhills, kept part of the former Lichfield City to Ryecroft Junction line open after it closed as a through route in 1984. 31233 and 31308 are pictured at Anglesea Sidings after working the 05:22 from Lindsey refinery on October 26th, 1987. The last oil train to Anglesea Sidings ran in May 2001, and the line was officially secured out of use in March 2005. PAUL SHANNON

Scotland

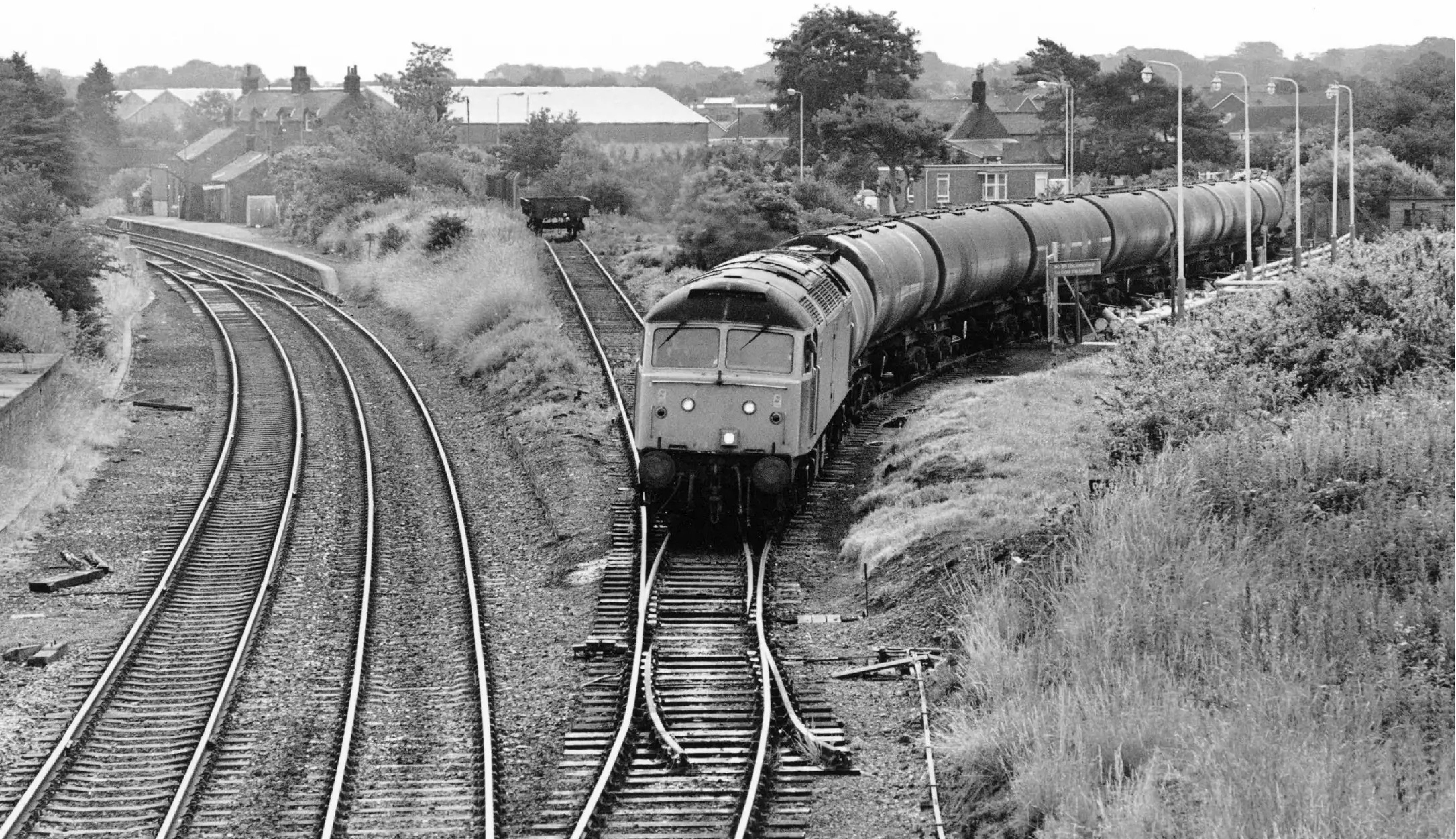
In Scotland, BP's Grangemouth refinery - first established in the 1920s - entrusted much of its output to rail. It was one of the main sources of traffic on the freight-only Grangemouth branch and included two separate sites for rail loading: one for LPG and the other for everything else. In the 1970s, Grangemouth dispatched a daily petroleum train to Bishopbriggs - a short hop of less than 25 miles - as well as less frequent block trains to terminals such as Hawkhead, Riccarton and Wishaw alongside wagonload traffic to various destinations.

Major losses from Grangemouth took place in the early 1990s, including the demise of the Bishopbriggs flow in 1994, and the decline continued in the 21st century until just one receiving terminal - Dalston - was served by rail. The current owner of Grangemouth refinery, Petroineos, announced in 2023 that refining would cease in 2025. When that happens, the Grangemouth branch is likely to be mothballed beyond Fouldubs Junction.

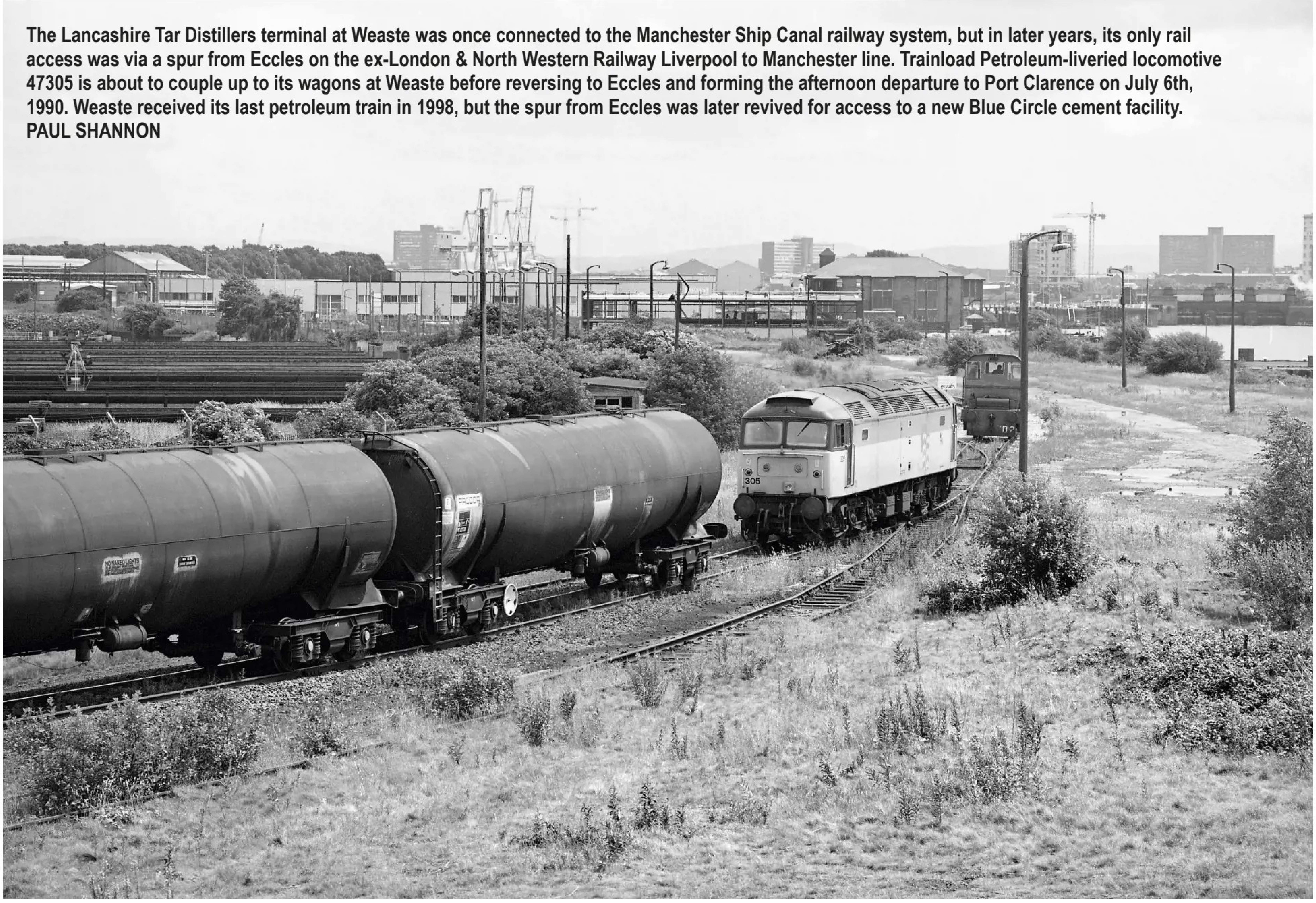
Elsewhere in Scotland, smaller tonnages of petroleum products were loaded onto rail at Bowling, on the Clyde estuary. Bowling was not a refinery but an Esso import terminal. It dispatched mainly wagonload traffic to about half a dozen locations in the 1970s, with the last flows to the West Highlands fizzling out in the late 1980s.

The Shell refinery at Ardrossan once produced a modest output of bitumen, some of which went by rail. The refinery closed in 1986 and the sidings were then abandoned.

47190 sets back into the discharge siding at Dalston with three two-axle tanks and nine bogie tanks on July 23rd, 1985. The working was the 03:30 departure from Grangemouth. In the 1980s, Dalston received trains from Teesport and Stanlow refineries as well as Grangemouth. PAUL SHANNON



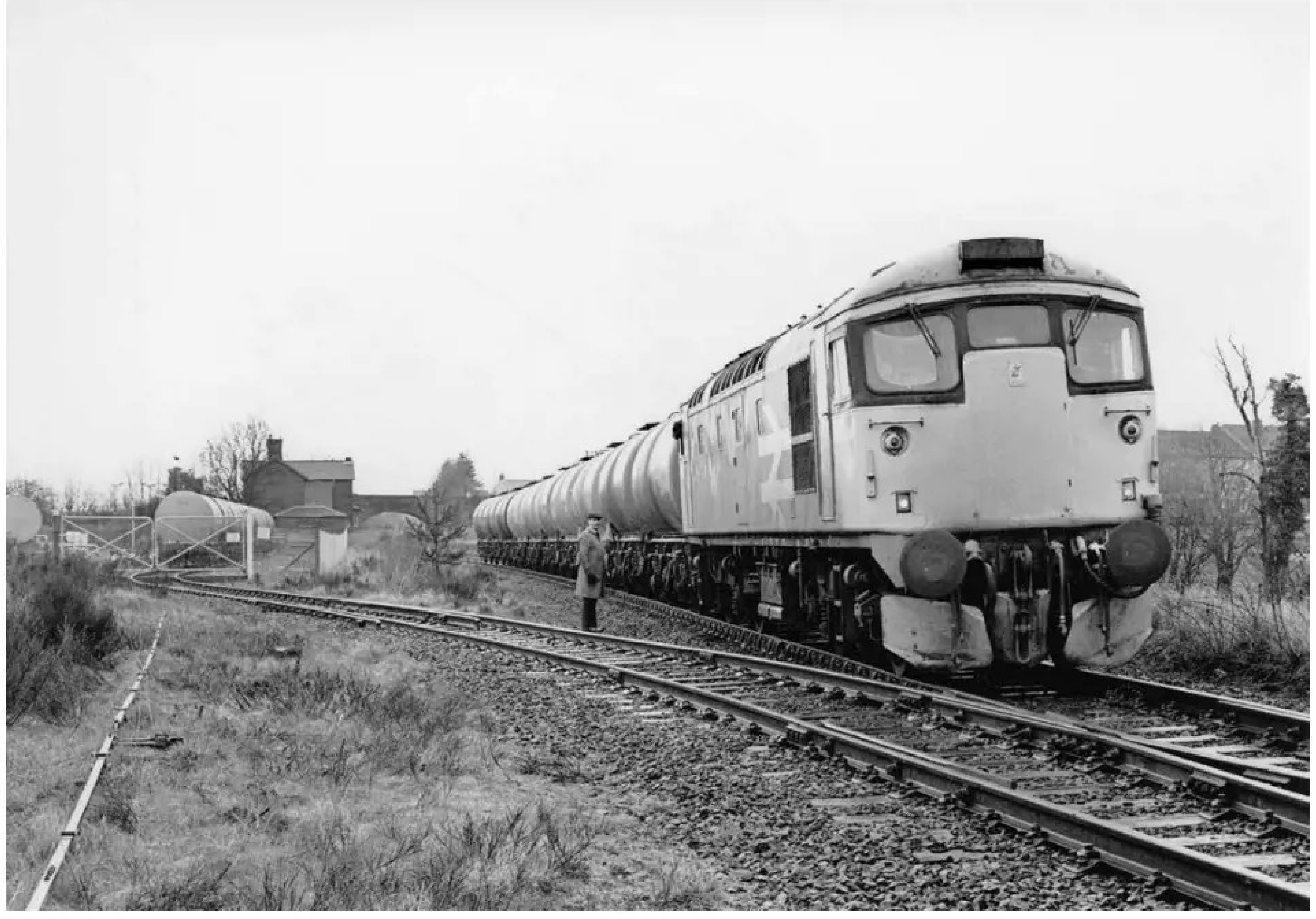
The Lancashire Tar Distillers terminal at Weaste was once connected to the Manchester Ship Canal railway system, but in later years, its only rail access was via a spur from Eccles on the ex-London & North Western Railway Liverpool to Manchester line. Trainload Petroleum-liveried locomotive 47305 is about to couple up to its wagons at Weaste before reversing to Eccles and forming the afternoon departure to Port Clarence on July 6th, 1990. Weaste received its last petroleum train in 1998, but the spur from Eccles was later revived for access to a new Blue Circle cement facility. PAUL SHANNON



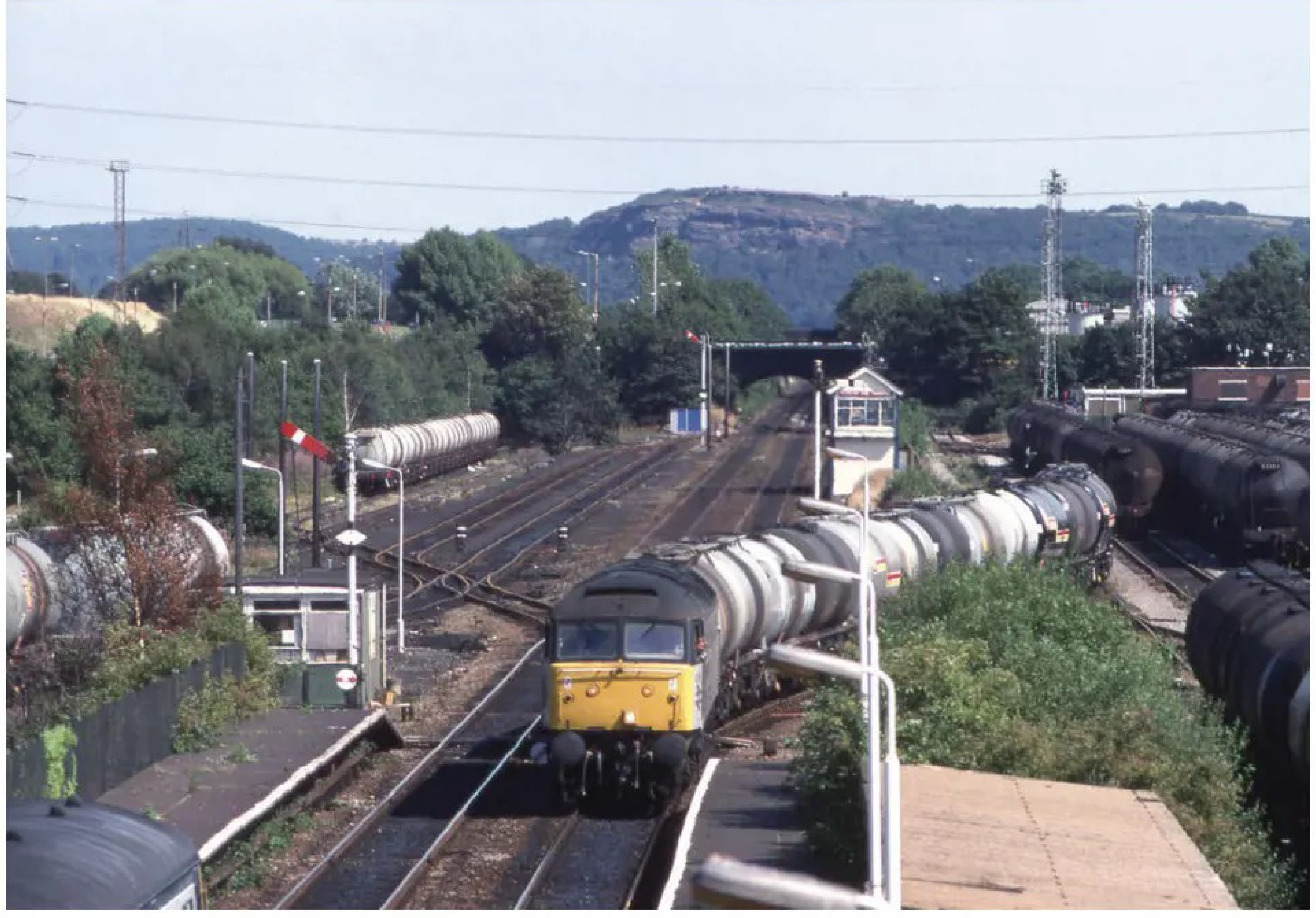
North West

In North West England, the Shell refinery complex at Stanlow was once one of the biggest sources of rail freight in the region. The filling racks and exchange sidings were located beside Stanlow passenger station and therefore easily observable by enthusiasts. Empty tank trains from the east ran into the station before setting back into the exchange sidings, which were often crammed full of wagons. Rail-borne volumes from Stanlow declined sharply in the 1980s due to competition from pipelines and direct road deliveries. Things seemed to be looking better when Shell signed a new contract with BR Trainload Freight in 1992, which led to the use of Class 60s on longer trains. However, the optimism was short-lived, as the number of trains declined sharply again and the refinery dispatched its last load by rail in March 1998. The refinery itself is still going strong under the ownership of Essar Energy.

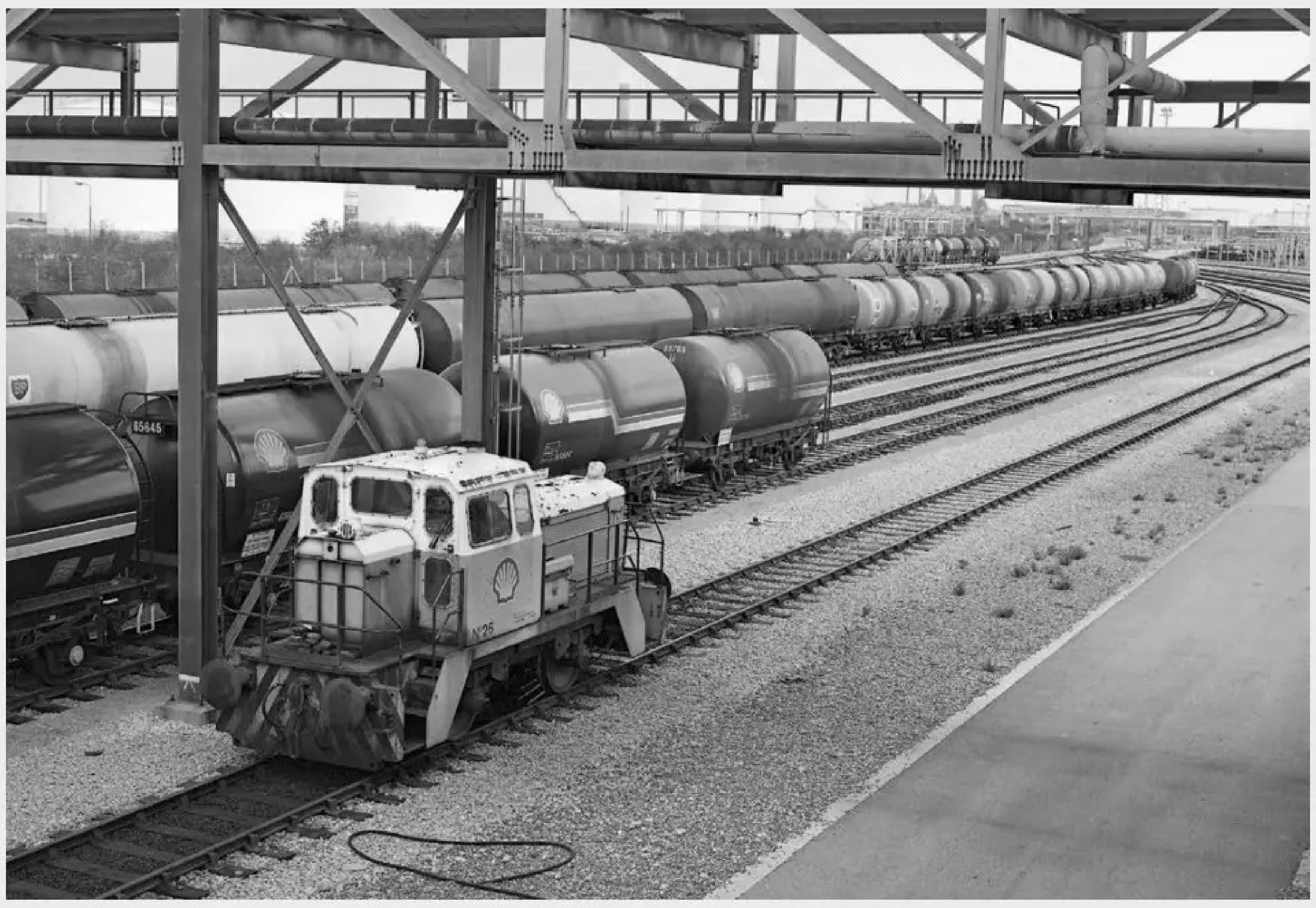
Several other sites in the Stanlow and Ellesmere Port area produced petroleum and chemicals traffic until the 1980s. The Shell bitumen plant at Ellesmere Port produced a mixture of trainload and wagonload traffic, but the last flows from this plant ceased in early 1990 when Shell moved its bitumen production to another non-rail-connected site.



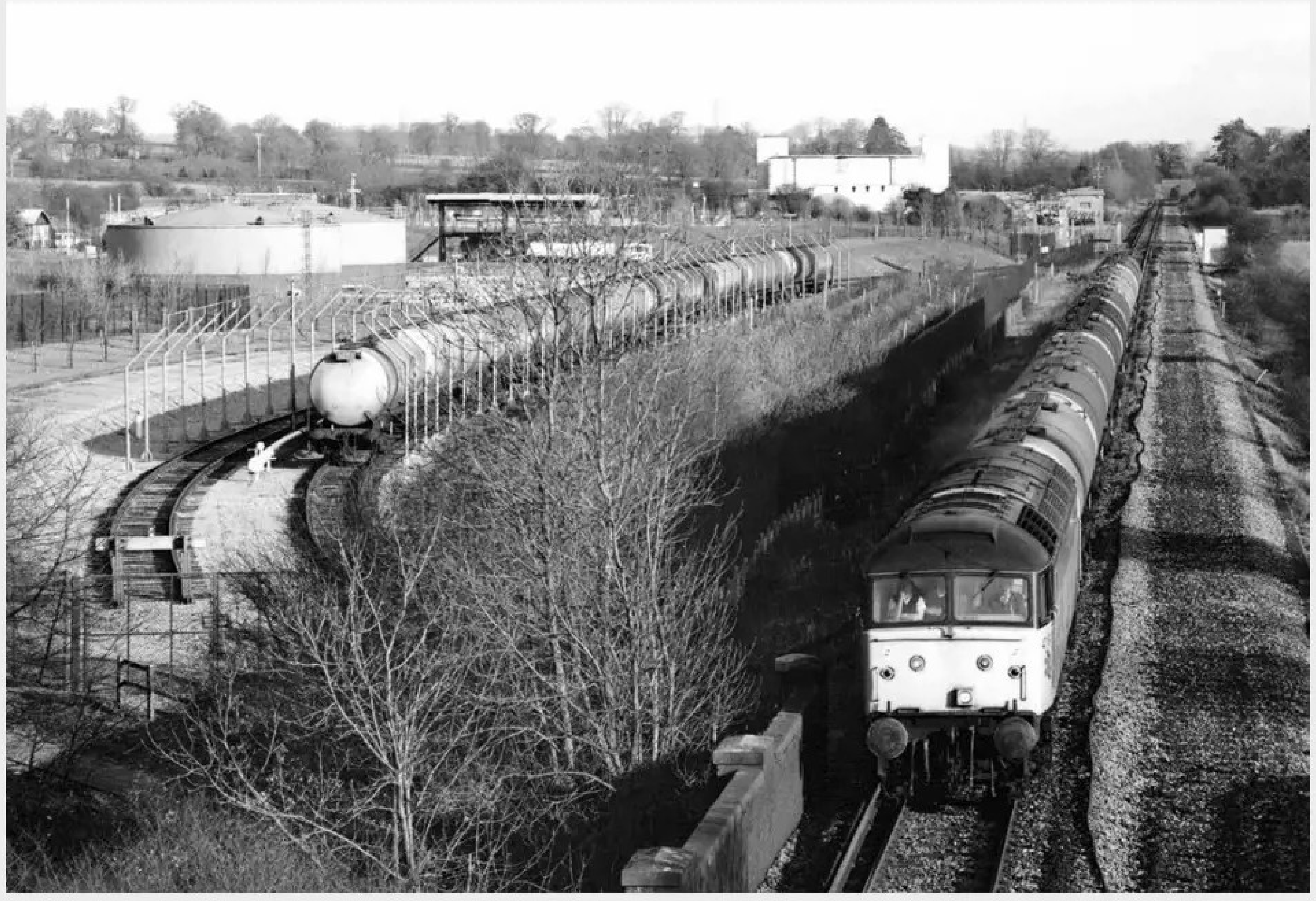
A short length of the former Dumfries to Stranraer line was left in position for access to the South East Oils depot at the former Maxwelltown station and the ICI factory a short distance beyond it. Both terminals received petroleum products from Grangemouth. A visit to Maxwelltown on April 6th, 1989, finds 26040 shunting the South East Oils depot. The two traffic flows to Maxwelltown ceased in the early 1990s, and the branch was officially closed in March 1993. A proposal to reopen the terminal in 2001 never came to fruition. PAUL SHANNON



The main wagon storage sidings for Stanlow on the south side of the line always seemed crammed full of wagons, with just enough space to receive the next incoming train. 47194 *Bullidae*, one of the Trainload Petroleum locomotives then allocated to Stanlow traffic, arrives with the 13:43 discharged tank train from Preston Dock on August 10th, 1989. At that time, Stanlow & Thornton signal box was kept busy day and night with arrivals and departures; once the oil traffic ceased, the box was switched out most of the time until its official abolition in 2005. PAUL SHANNON



Shell Haven refinery was still a busy rail freight location in 1990 despite the loss of some of the smaller flows. Thomas Hill 0-4-0 diesel-hydraulic No 26 stands in one of the sidings adjacent to the filling racks at Shell Haven October 31st, 1990. Less than three years later, these sidings would be out of use. PAUL SHANNON



The opening of the crude oil loading terminal at Holybourne brought freight traffic back to the Alton branch in 1986. Trains ran up to three times a week to Fawley refinery. 47197 passes Holybourne with 6Z40, the 08:28 departure from Fawley, on December 24th, 1991. The train would run round at Alton and then set back into the sidings. This flow continued until September 2016, by which time it was the only rail-borne traffic handled at Fawley. PAUL SHANNON

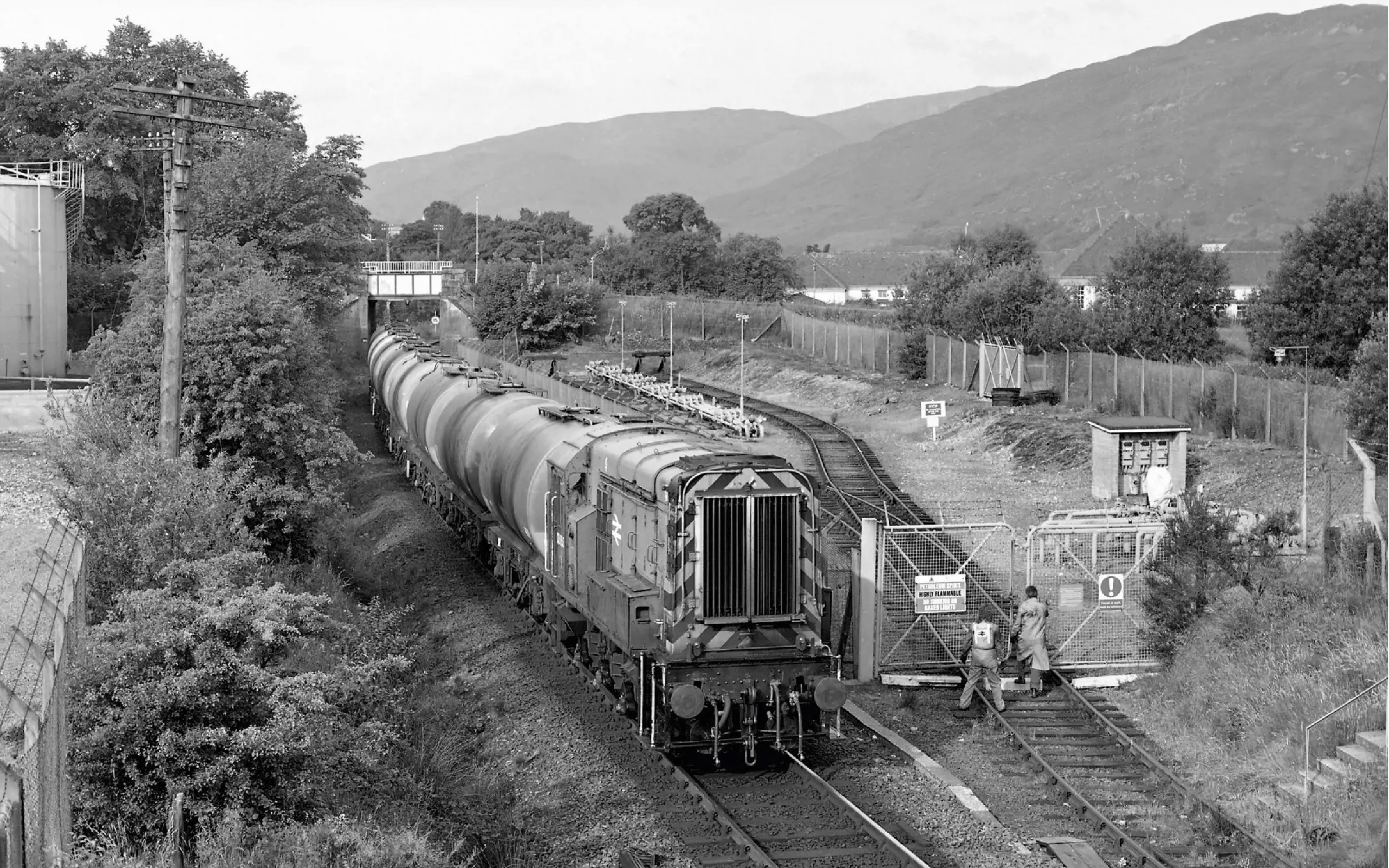
North East

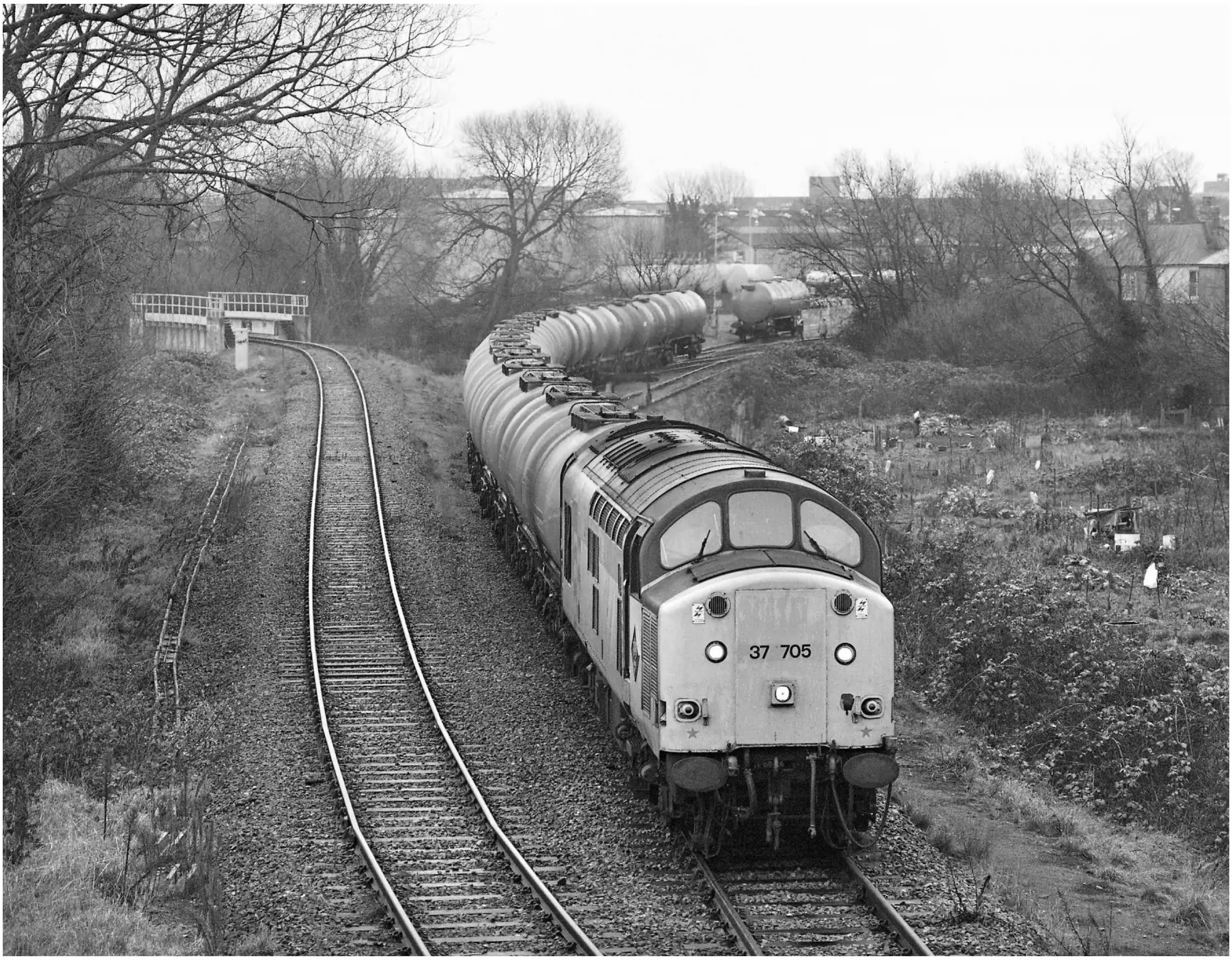
In North East England, Shell's refinery at Teesport had a relatively short life from 1968 until 1989. For a time, it produced regular rail traffic, but this ceased in the early 1980s. On the north bank of the Tees estuary, both ICI at Haverton Hill and Phillips at Port Clarence dispatched modest quantities of petroleum products by rail until the 1990s. The Port Clarence branch then saw intermittent use in the 2000s, latterly carrying imported refined products, until its last flow of bitumen ceased in November 2024.

Humberside

On South Humberside, Lindsey and Humber refineries opened in 1968 and 1969, respectively. They quickly became major sources of rail-borne petroleum traffic. Both refineries were reached via the Immingham freight-only branch, with Lindsey benefiting from a triangular connection so that trains could run the short distance to Immingham yard as an alternative to setting out directly via Barnetby. Between them, the two refineries served a range of distribution terminals and industrial sites across

The tiny depot at Fort William was one of several petroleum terminals on the West Highland lines that remained active until the early 1990s. Pilot locomotive 08853 awaits access to the depot on July 15th, 1992, with two-axle tanks from Grangemouth. Only six of the tanks would be left here because the others were destined for Mallaig and would be attached to a passenger train at Fort William station. Remarkably, the Fort William operation resumed in 2001 thanks to a £10 million grant from the Scottish Office; however, the costs of running the train became prohibitive and the terminal closed again in September 2017. PAUL SHANNON





The oil terminal at Staines West opened in 1964 at the terminus of the former Great Western Railway branch from West Drayton. That branch closed to passengers in 1965. The track was severed just south of Colnbrook in 1981 to allow construction of the M25 motorway, but a new connection to the oil depot was provided from the ex-Southern Railway Windsor & Eton Riverside branch. With the new connection visible on the left, 37705 shunts tanks at Staines West after forming the 10:10 departure from Ripple Lane on December 24th, 1990. The terminal closed in the following year. PAUL SHANNON

the country. The trains carried many different products, including petroleum coke, which ran to Holyhead for many years. Both refineries still make use of rail today; the tonnages conveyed have fallen significantly since the 1970s, but Lindsey - now owned by Prax - is now the biggest single source of petroleum traffic on the network, typically sending out two or three trains a day.

South Wales

In South Wales, a cluster of refineries in the Milford Haven district contributed to the growth of rail-borne petroleum traffic in the 1960s and early 1970s: Herbrandston (Esso) opened in 1960, Waterston (Gulf, later Petroplus) in 1968 and Robeston (Amoco, later Murco/Elf) in 1973. All three refineries were reached by freight-only spurs from the Milford Haven branch. Herbrandston refinery closed in 1983 and Waterston stopped sending out trains in 1999, two years after refining ceased. Robeston still produces rail-borne petroleum traffic but is now a storage and distribution terminal for Puma Energy, the refinery having closed in 2014.

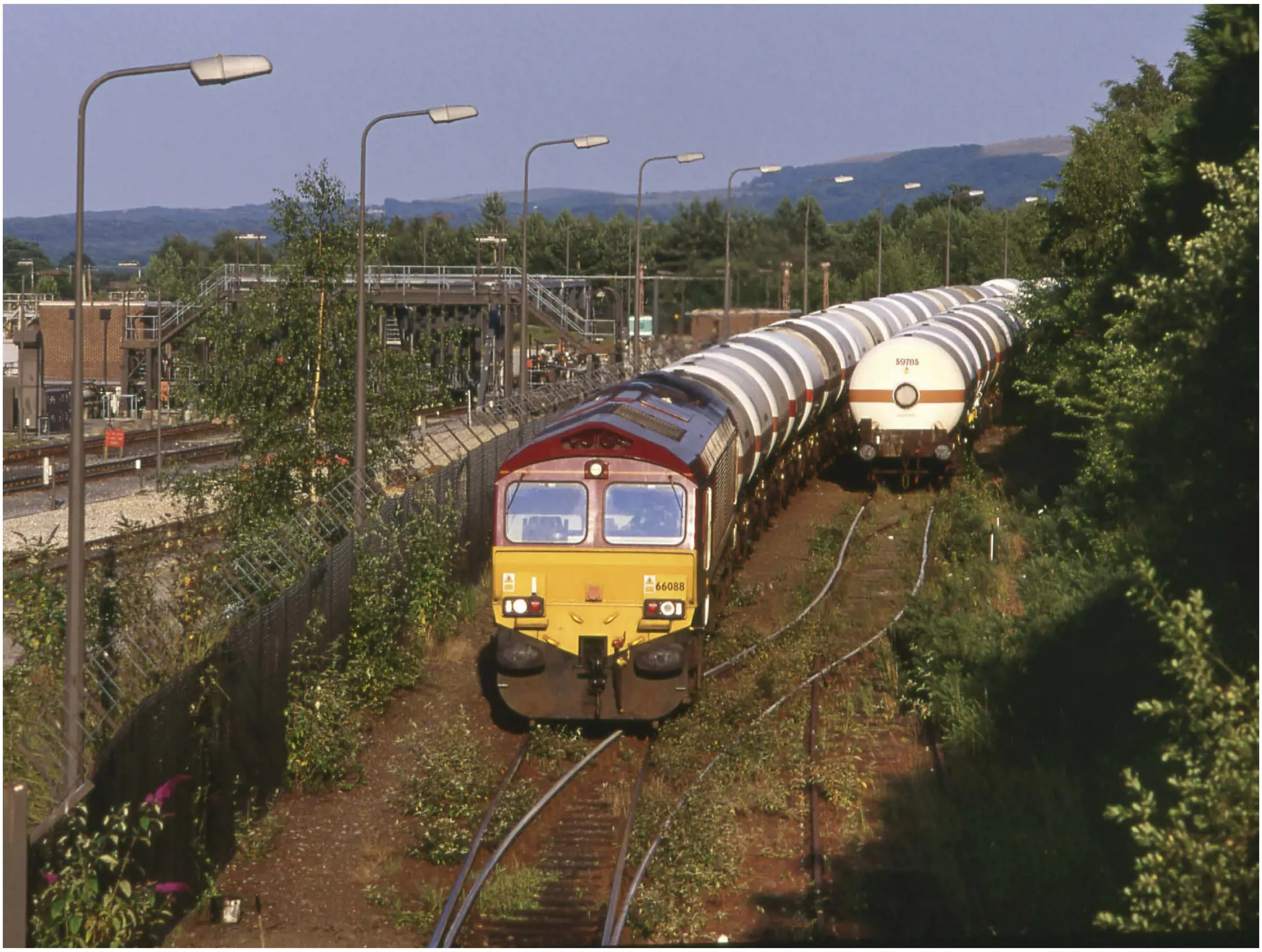
Further east, BP's Llandarcy refinery operated from 1921 until 1998. Rail traffic from Llandarcy reached its peak in the 1970s and all that remained on rail by the 1990s was a small amount of bitumen and fuel oil. After refining ceased, Llandarcy's rail connection remained active for a few more years to receive trainloads of bitumen from Coryton.

Another petroleum loading point in South Wales was the Minimet (later Fuel and Marine Marketing) storage depot at Cardiff Docks. This terminal sent out trainloads of heavy fuel oil to power stations and other industrial sites until about 2006.

Thames-side

On North Thames-side, the railway carried petroleum products from several storage terminals and refineries. The biggest sources were the Shell refinery at Shell Haven and the Mobil (later BP) refinery at Coryton, both located on the freight-only Thames Haven branch. In the 1980s, both refineries sent trainloads to a wide variety of locations, mainly using Ripple Lane yard as a staging point, but volumes declined sharply in the 1990s as road competition became unstoppable. Shell Haven stopped using rail in 1993 and the refinery closed completely in 1999. Coryton managed to hang on for longer: its last rail traffic ceased in 2008 and the site closed in 2013. Today, the Thames Haven branch lives on to serve London Gateway intermodal terminal.

In North Kent, the BP refinery at Grain was a major source of rail freight in the 1970s, supplying about a dozen destinations across the South East. Refining at Grain ceased in 1982, but the site remained in use as a storage facility and trains continued to run until 1999. A revival took place in 2018, when Grain became the loading point for trainloads of aviation fuel to Colnbrook for Heathrow Airport.



Furzebrook became the loading point for trainloads of LPG to Avonmouth in September 1990. The initial service of two trains a day was halved in 1999 when BP started reinjecting more of the gas into the ground in order to keep the remaining oil reserves under pressure, and the traffic ceased altogether in July 2005. 66088 assembles its train at Furzebrook on July 17th, 2000, before forming the 20:29 departure to Avonmouth. Because the load is carried under pressure, the wagons are white with an orange stripe. PAUL SHANNON

Fawley

Esso's Fawley refinery in Hampshire opened in 1951 on the site of an earlier facility. At its peak in the 1960s, Fawley had the highest capacity of all British refineries. Its rail-borne output included a 54-wagon working to Bromford Bridge, which for a time was BR's heaviest train. However, much of its core business went over to pipelines in the 1970s, with direct pipeline links to distribution terminals at West London, Purfleet, Avonmouth, Birmingham, Nottingham and Manchester. By the mid-1980s, Fawley's rail traffic was largely limited to products that were unsuitable for pipelines, such as LPG, bitumen and gas oil to railway fuelling points. Fawley also received crude oil by rail from several loading points. Gradually, the residual rail traffic from Fawley was lost to road transport, and the very last loaded train left the site in September 2016.

Crude oil

Although dwarfed by the flows of refined products, the railway has transported crude oil from a number of terminals around the country. Tuxford and Gainsborough were long-standing crude oil loading points, sending trains to Llandarcy and Immingham. They closed in 1988 and 1997 respectively. A third East Midlands railhead for loading crude oil was Welton, which supplied Immingham from 1985 until 2008. Further south, BP established a crude oil loading terminal for its Wytch Farm oilfield at Furzebrook, on the Swanage branch, in 1979. BR transported the crude oil to Fawley. Smaller volumes of crude oil were moved from Micheldever and a further terminal opened at Holybourne, on the Alton branch, in 1986. Meanwhile, the crude oil terminal at Furzebrook was rebuilt in 1990 to load naturally occurring LPG from the Wytch Farm oilfield to a distribution point at Avonmouth, a flow which lasted until July 2005.

North Sea

A unique petroleum flow is North Sea oil condensate from the former station goods yard site at North Walsham to the small Carless refinery at Harwich. This traffic began in 1968 and still operates today for the current owner, Haltermann Carless, albeit at a reduced frequency. Carless also used to send some of its refined product by rail from Harwich to Bow, Longport and Aberdeen, but the last of those flows finished in 2011.

Distribution terminals

The list of receiving terminals for refined products is far too long for detailed treatment. However, these terminals fall into distinct categories: general distribution terminals handling a range of products; distribution terminals for a specific product such as aviation fuel or bitumen; and industrial sites such as power stations, chemical plants and steelworks. All types of receiving terminal have seen a slow but unrelenting decline since the 1970s, sometimes due to changes in the industries they served but often simply because rail has become less and less competitive with road.

In addition to its outgoing petroleum flows, Stanlow received trainloads of propylene feedstock from Humber refinery to a dedicated terminal at the west end of the complex. Trainload Petroleum-liveried locomotive 37719 passes Stanlow's filling racks with discharged propylene tanks returning to Humber on August 4th, 1995. This traffic passed to Freightliner Heavy Haul in 2002 and ceased altogether in late 2003. PAUL SHANNON

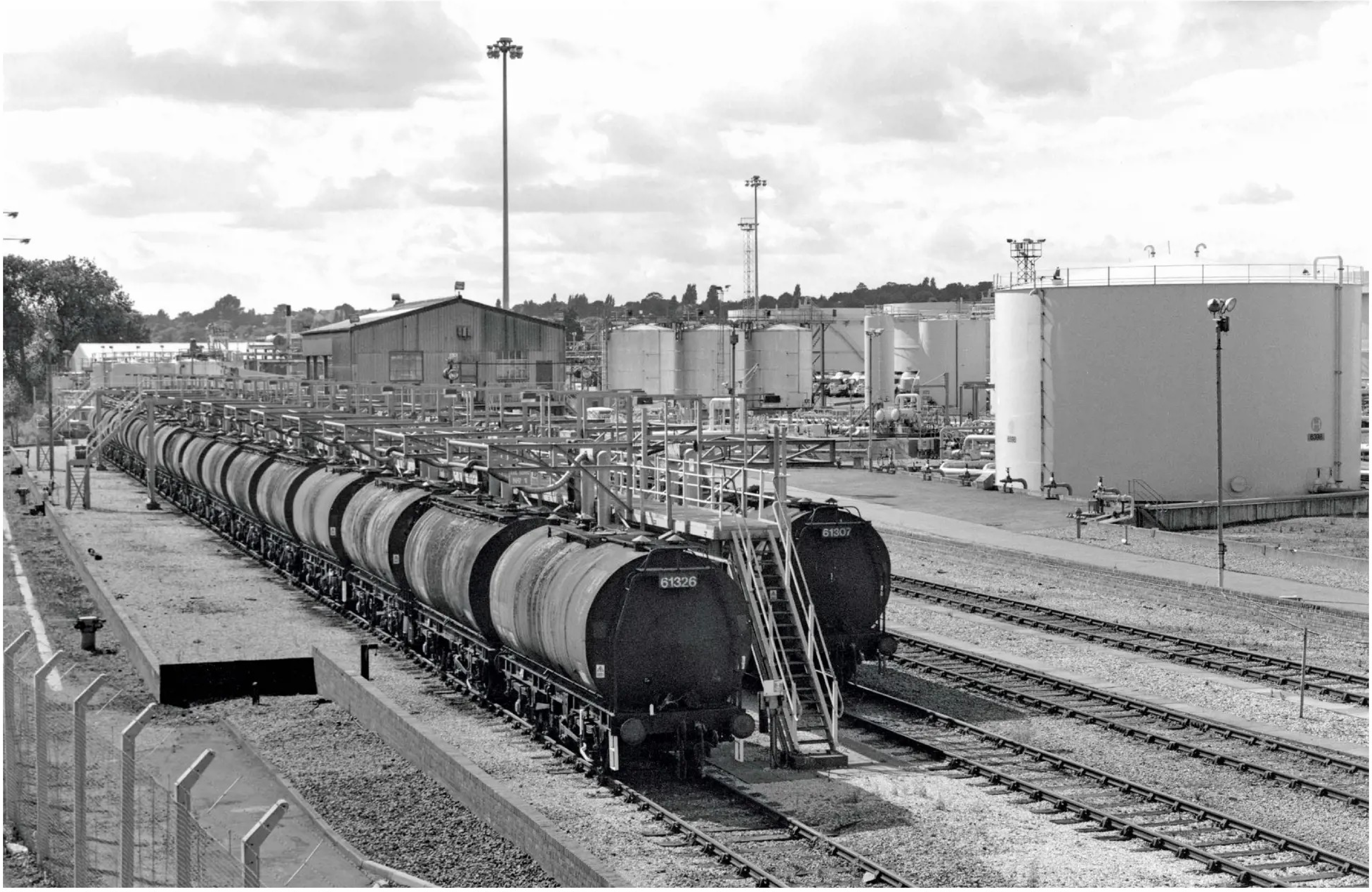
Heating oil trains kept a token freight presence going on several Southern Region lines that normally saw nothing but multiple units. 47379 pulls out of Portfield siding, Chichester, with the 16:35 discharged tank train to Thames Haven on February 17th, 1993. By that time, the use of Ripple Lane as a staging point had ceased and the traffic would soon finish altogether. PAUL SHANNON

General distribution terminals formed a crucial part of the long-term contracts that BR signed with the petroleum companies in the 1960s. They ranged from large facilities such as Leeds Oil Rail Terminal, whose two sidings could take a total of 28 100-tonne bogie wagons, to smaller sites such as Lairg (BP), Fort William (BP), Swindon (Hartwells), Heathfield (Gulf), Aberystwyth (Shell) and Shrewsbury Abbey (Esso). These terminals were equipped with separate pipes for each product handled, with many trains comprising two or three products. In some cases, the economics of the smaller terminals were improved by running two- or three-portion trains. For example, the three Appleton Associates terminals at York Foss Islands, Harrogate and Scarborough were served by a single train from Stanlow to York, where the wagons were separated into portions as necessary.

While the smallest terminals were generally the first to close, the casualties included some larger sites such as Leeds Oil Rail Terminal in 2002 and Langley - which received motor spirit as well as aviation fuel - in 2003. Today, the few surviving general distribution terminals include Jarrow (Prax), Kingsbury (Warwickshire Oil Storage), Theale (Murco) and Westerleigh (Murco). All can take trainloads of 2,500 tonnes or more, albeit with shunting to divide the rake between two or more sidings. Kingsbury is the busiest of the sites and often handles three arrivals in a single day - two Colas-hauled trains from Lindsey and one DB-hauled train from Humber.

A fifth terminal at Dalston, operated by Petroineos, is expected to close at the same time as Grangemouth refinery. Dalston has been a remarkable survivor because its single discharge siding can only take six bogie tank wagons at a time. That means that a standard-length train of 18 wagons has to be split into three portions at Carlisle yard, with successive trip workings between Carlisle and Dalston to enable the discharge of the whole train. Usually, the third loaded portion is left in the siding overnight and then exchanged with the first portion of the next working from Grangemouth.

The Simon Storage tank farm at Immingham East was the destination for trainloads of crude oil from Lincolnshire and Nottinghamshire. The oil was moved from the tank farm to Lindsey refinery by pipeline. Still carrying its obsolete Transrail branding, 56099 shunts loaded 100-tonne tanks at the Simon Storage terminal on August 7th, 2002, after forming the 16:07 service from Welton. This traffic ceased in 2008, bringing to an end the movement of crude oil by rail in Britain.
PAUL SHANNON



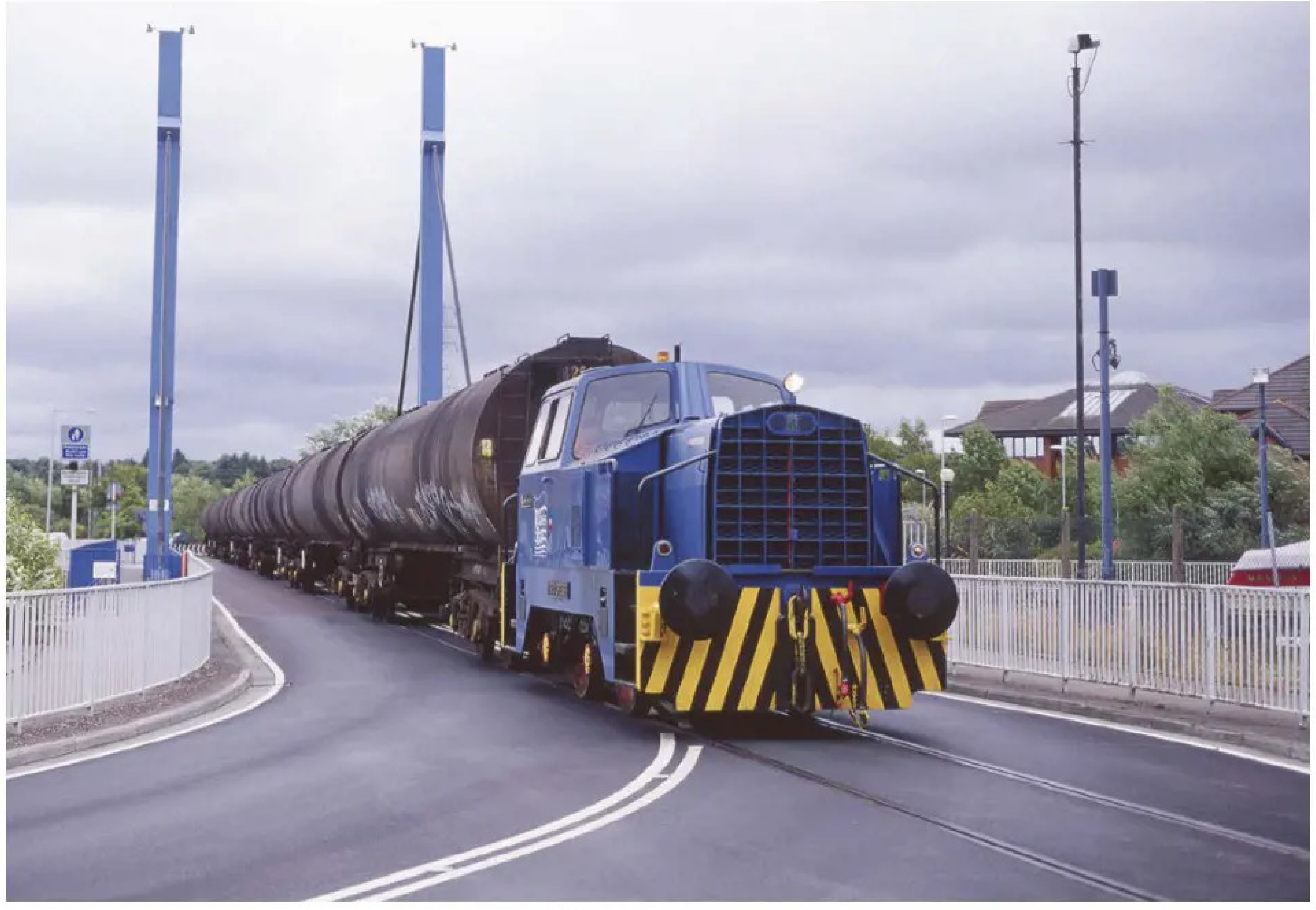
While most of Fawley's output switched to pipelines in the 1970s and 1980s, bitumen continued to use rail transport. One of the destinations served was Bromford Bridge, pictured here on July 18th, 1998. In later years, a block train ran directly from Fawley to Bromford Bridge until the terminal closed in April 2009. PAUL SHANNON

LPG terminals

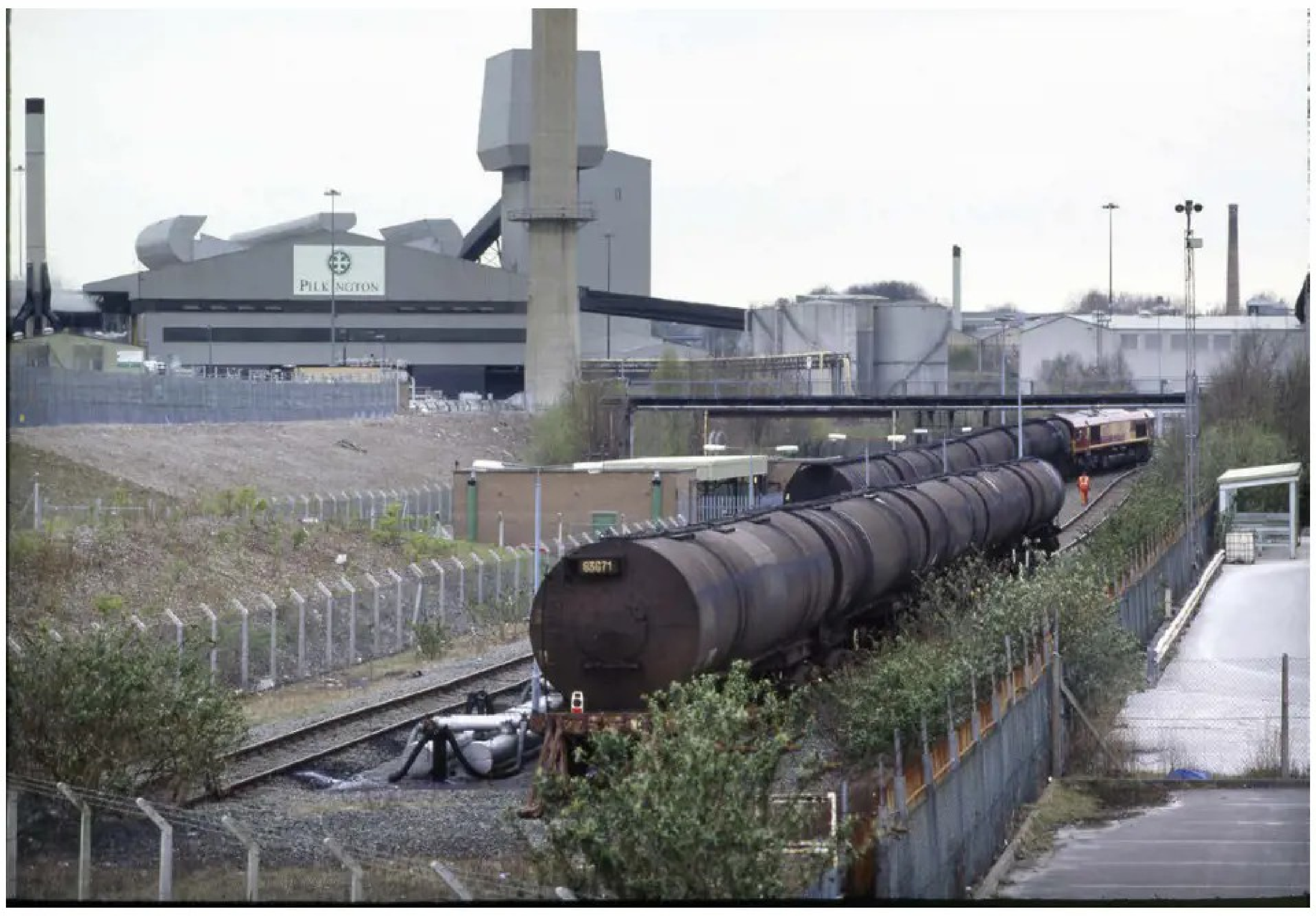
Looking at the more specialised receiving terminals, BR ran trainloads of refined LPG - in the form of propane and butane - on various routes. Long-standing destinations served from Fawley included Clydach and Longport, the latter flow continuing until 1997. Several LPG terminals were located in Northern Scotland, largely supplied from Grangemouth but also including a long-distance flow from Stanlow to the aluminium smelter at Invergordon. In the Midlands, Rowley Regis received trainloads of LPG from Stanlow until 1990.

Aviation terminals

A number of airports had some of their fuel supplies conveyed by rail to a nearby terminal. Salfords near Gatwick was once the destination of 1,600-tonne trainloads of aviation fuel from Stanlow, but that flow ceased in 1984 when a new pipeline came into operation. Stansted Airport received occasional trainloads of fuel from Grain until the 1980s. Heathrow Airport used Langley sidings as a fuel railhead for many years, peaking at 14 2,750-tonne trains each week in 1994. Langley closed in the early 2000s, but an additional terminal at Colnbrook had opened in 1990 and continues to operate today, receiving GB Railfreight-



After a nine-year gap, bitumen traffic to Preston Dock resumed in December 2004, having benefited from a Freight Facilities Grant of nearly £2 million. This revival provided new work for Ribble Rail's small fleet of industrial shunters. On July 20th, 2005, 0-4-0 Sentinel *Progress* crosses the unusual shared rail and road swing bridge in the dock area with discharged tanks for the exchange sidings. The fleet of tank wagons was replaced by new stock in 2010, but the traffic switched back to road haulage in 2024. PAUL SHANNON



The connection to Ravenhead fuel oil sidings from the former St Helens Junction line was severed in 1992 and replaced by a new connection from the Huyton to St Helens line. This change was to enable the building of the St Helens Linkway road. 66092 is engaged in shunting the Ravenhead terminal on April 10th, 2003, before hauling the discharged tanks back to Cardiff. This traffic would soon cease, but the sidings at Ravenhead returned to use in 2006 for deliveries of industrial sand from Middleton Towers. PAUL SHANNON hauled trains from Grain. Another airport terminal that remains in use is Prestwick, formerly served from Grangemouth but now receiving occasional deliveries of aviation fuel from Grain.

Heating oil

Heating oil was the main product handled at a good number of terminals across South East England. Ten such terminals were located on Southern Region metals, plus a few outliers to the west and north of London. All received most of their supplies from the North Thames-side refineries, staged at Ripple Lane for operational convenience. An early casualty was Ore, where the siding could only accommodate 11 two-axle wagons, but in the late-1980s, BR still served heating oil depots at Canterbury West, High Brooms, Galley Hill, Selsdon, Earlswood, Horsham, Chichester, North Camp and Staines. Each depot was served according to demand, with block trains typically ranging from once weekly in winter to once monthly in summer. The exception was Canterbury West, which received wagonload deliveries by Speedlink. All 10 terminals closed between 1991 and 1993 in favour of direct road deliveries to customers.

Bitumen terminals

Bitumen was well suited to rail transport even though its high melting point meant that it needed special tank wagons with good insulation and heating coils to facilitate discharge. In the mid-1980s, the railway served about 15 bitumen terminals, stretching from Culloden Moor in the north to Plymouth Cattewater in the south. The terminals were not necessarily supplied from the nearest refinery: Kilnhurst in South Yorkshire, for example, was served from Coryton, while Norwich was served from Ellesmere Port. Gradually, the network of bitumen terminals shrank, leaving Preston Dock, which received its last delivery from Teesside in November 2024.

Industrial terminals

Many industrial premises such as power stations, chemical plants and steelworks included terminals for receiving heavy fuel oil or other petroleum products. Many coal-fired power stations required occasional deliveries of fuel oil to start their boilers; the last such flows ran from Lindsey to Aberthaw, West Burton and Eggborough. Among the other installations that still received fuel oil in the 1990s were Pilkington Glass at St Helens, Brunner Mond at Northwich and Cleveland Potash at Boulby. No such flows of fuel oil operate today, but the Rolls-Royce plant at Sinfin (Derby) still takes occasional trainloads of aviation fuel from Grain, hauled by GB Railfreight.

Finally, the railway itself was once the owner of numerous terminals to receive gas oil at depots and fuelling points. Until the 1980s, it was the norm for gas oil to be conveyed by rail, generally using the Speedlink network. After the demise of Speedlink, some depots still took rail-borne deliveries using specific semi-trainload services. A well-known example was the service from Fawley to depots in South West England, which survived into the EWS era and finished in 2013. Today, Neville Hill is the only depot to receive gas oil by rail, using Colas Rail haulage from Lindsey.

The small terminal at Dalston was easily viewed from a public road, which divided the discharge siding from the storage tanks and other facilities. A typical assortment of wagon liveries is on view on October 17th, 2024, as the last portion of that day's train from Grangemouth awaits discharge. The decision to close the terminal attracted some dissent, but in reality, Dalston was the only terminal of its type and size to have survived so long. PAUL SHANNON

Shell opened its distribution terminal at Jarrow in the 1960s. It received deliveries from various refineries, including Stanlow, Teesport, Grangemouth and Lindsey. Shell closed the terminal in 2015 and that could easily have been the end of the story. However, Prax purchased the Jarrow site and resumed deliveries by rail from Lindsey in 2016. The haulier switched from DB to Colas Rail in 2022. The two discharge sidings had enough capacity for a full trainload in the 1960s and 1970s, but today's typical trainload of 28 bogie tanks has to be split into four sections for discharge, with two sections being emptied at a time. 70804 performs the mid-morning shunt at Jarrow on September 5th, 2023, having previously worked the 00:27 departure from Lindsey. PAUL SHANNON

COLAS RAIL FREIGHT
70805

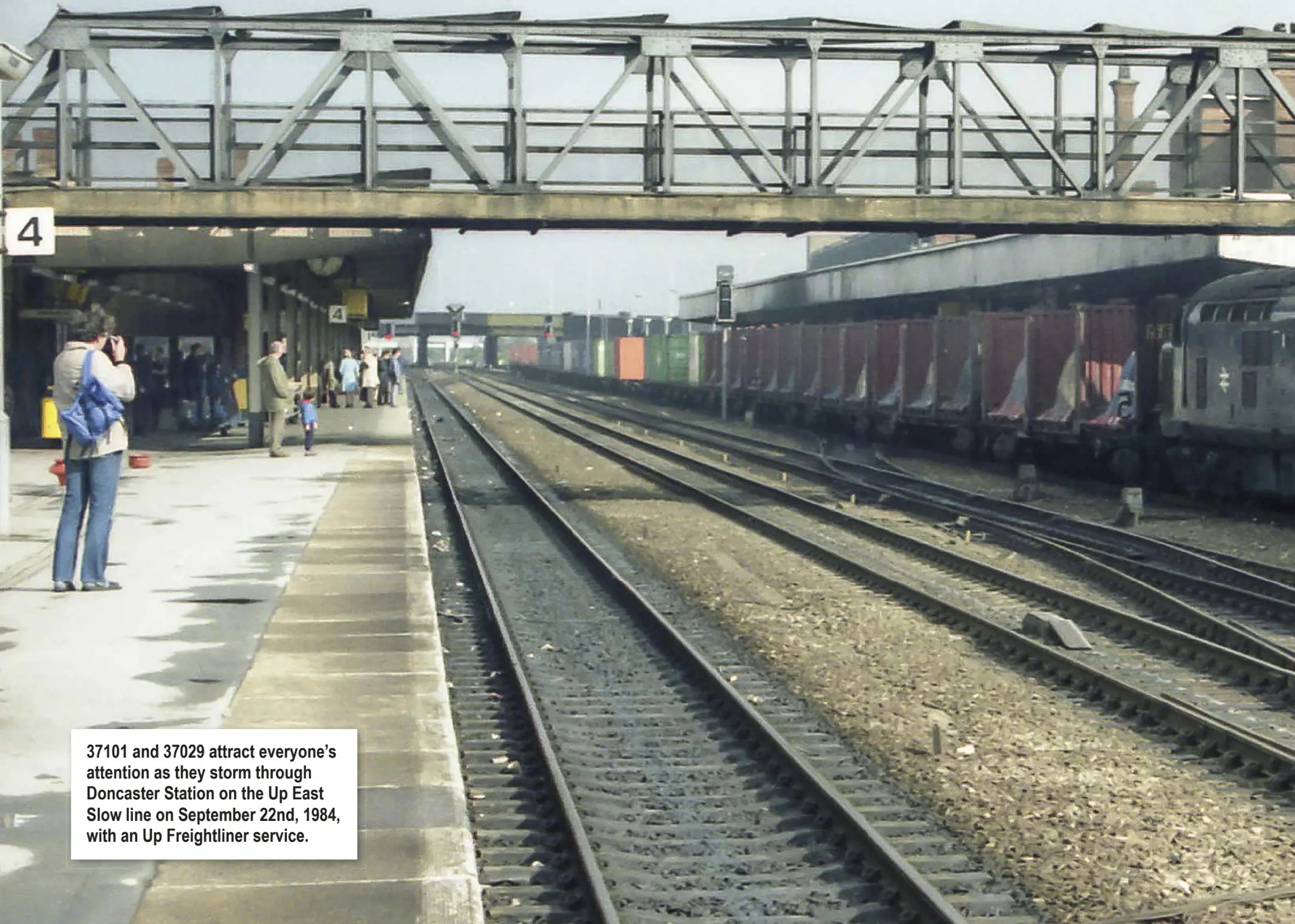
SURVIVORS – Diesels at Doncaster in the 1980s

By Andrew K. Overton

There was a time when the serious railway photographer could shoot off several rolls of film at Doncaster station in a few hours and capture a huge variety of loco-hauled action. By the mid-1980s, 'The Age of the Train' was in full swing and the Inter-City 125 revolution on the East Coast Main Line (ECML) and NE-SW axis was complete, with the eradication of traditional loco-hauled trains all but total. Apart from one or two exceptions, including the south Trans-Pennine route in the hands of Class 31s, it was a relentless procession of HSTs and DMUs.

Freight

The main relief came in the form of freight, but even that was uniform, with by far the majority of the traffic being in the form of Class 56s hauling MGR sets and only a little variety by way of Speedlink workings from Belmont Yard to the south of the station. The heavy freight traffic to and from Humberside avoided the station altogether. Most Freightliner services ran overnight, but occasional daytime sightings were possible and as these often got a fast run through the station on the main lines, could provide quite a spectacle, in contrast to most freight, which struggled to find a path between the passenger service departures.

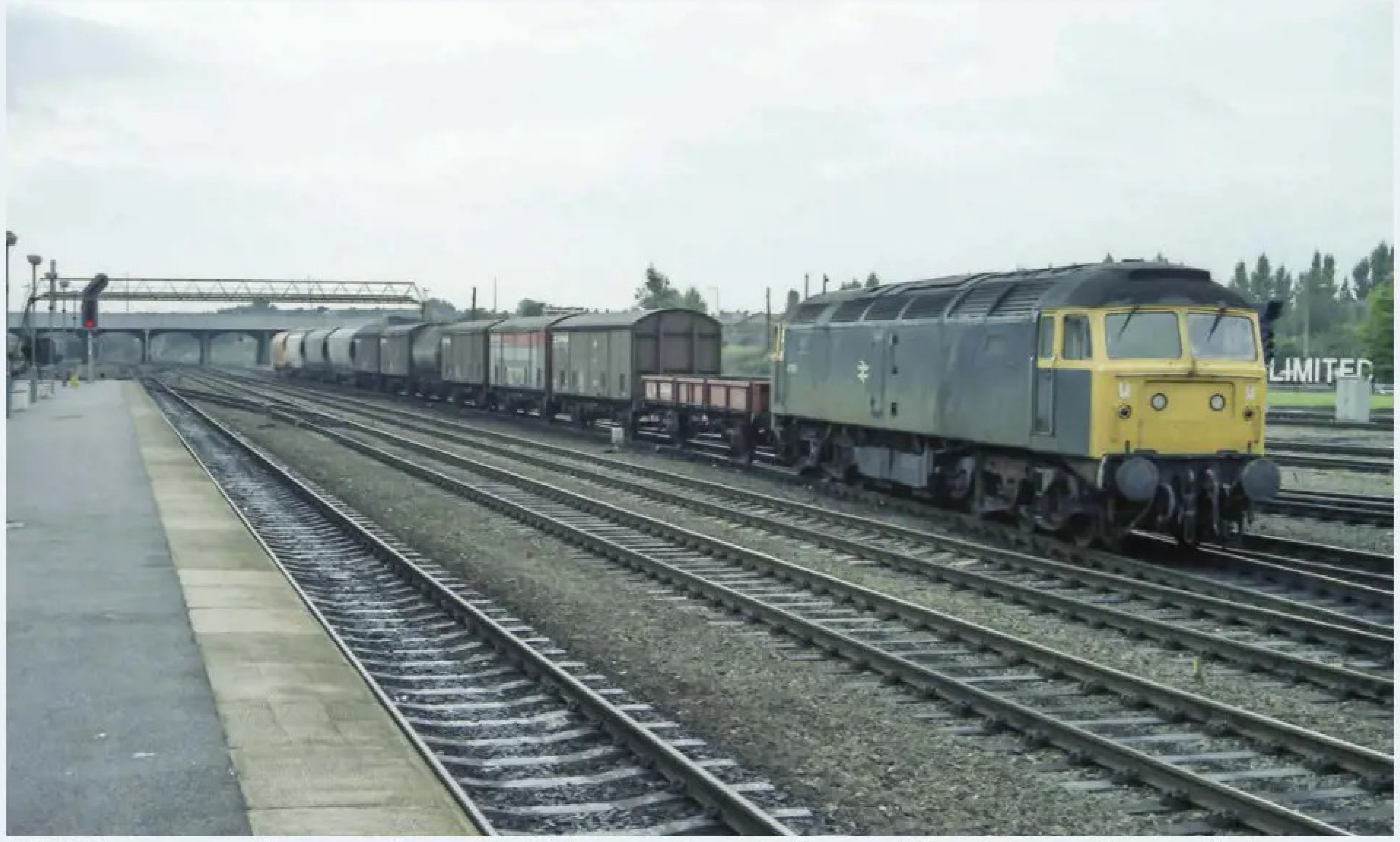


37101 and 37029 attract everyone's attention as they storm through Doncaster Station on the Up East Slow line on September 22nd, 1984, with an Up Freightliner service.

Newspaper trains

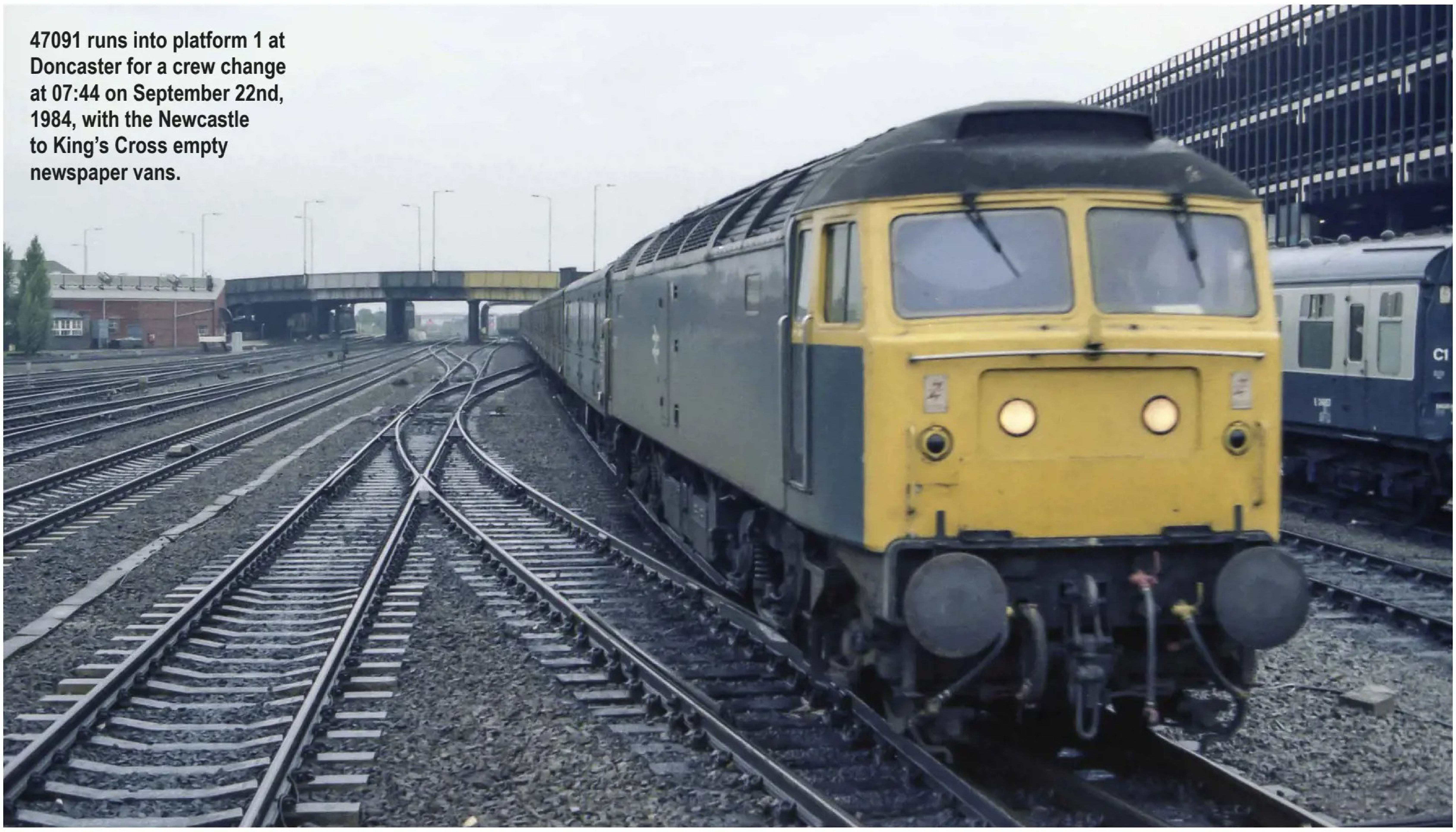
But there was interest to be had if you were patient and especially if you were prepared to be up early. In particular, newspaper traffic was still to be seen on the railway at this period. The carriage of newspapers by dedicated trains ended on the night of July 9th, 1988. In a long-running dispute with the print unions between 1986 and 1987, News International moved printing of its papers from Fleet Street in central London to Wapping in the Docklands area. The railway unions had vocally supported the print unions and made public their intention to boycott the working of newspaper trains distributing papers from the new printing premises. As a result, and without waiting to see if this threat would be carried through, the owner of News International, Rupert Murdoch, signed new distribution contracts with the road haulage industry in breach of existing contracts with BR and removed all of his company's traffic from rail. Around this period in Manchester, new printing works with good motorway links were being opened in the Trafford Park area of the city and papers such as The Guardian chose not to renew their distribution contract with BR. As the volume of traffic quickly collapsed, the remaining business was soon too small to keep newspaper trains financially viable and this era of railway operations came to an end.

Doncaster saw flows of newspaper traffic both along the ECML and on the west-east route between Manchester and Cleethorpes. This then generated return empty vans, which ran in the early morning and could be photographed in daylight. 1E66 ran on the latter route and, whilst it was normally barred to passengers, on Sunday mornings, it could be boarded at Doncaster at 03:50; it conveyed some passenger accommodation all week for the use of rail staff and sorters. More usefully, Monday to Saturday, the empty stock combined with that off 1E62 newspapers, which ran from Manchester to Cleethorpes via Retford, to form 2D95 08:38 (1980 departure time) all stations to Doncaster and could be extended to Sheffield on Saturdays. This all-stops pattern meant that daytime enthusiasts could do a cheap return to score a classic loco, as from May 1974, the booked traction had been a Class 40. Enthusiasts at Doncaster often did a move to Stainforth & Hatfield (as it was named at this period) to pick it up. The train made a most bizarre sight at the short intermediate stations, composed as it was of mainly vans from two combined trains with only one of the sets of passenger coaches being platformed and available for boarding and alighting. This caused much surprise to normal passengers used to an exclusive diet of DMUs at these stations. On arrival



47050 passes the south end of Doncaster station with a Down Speedlink working, having just left Belmont Yard on September 22nd, 1984.

40086 has just over six months left as it leaves Two Way Goods No. 2 at Doncaster and takes the Sheffield line with 4M22 Cleethorpes to Manchester Longsight Carriage Sidings at 11:12 on July 10th, 1984. 31431 waits in platform 3B in the background to follow with the late running 2C19 10:10 Hull to Sheffield. An unidentified Class 31 is stabled in Plant Dead End, awaiting transfer into Doncaster Works.



47091 runs into platform 1 at Doncaster for a crew change at 07:44 on September 22nd, 1984, with the Newcastle to King's Cross empty newspaper vans.

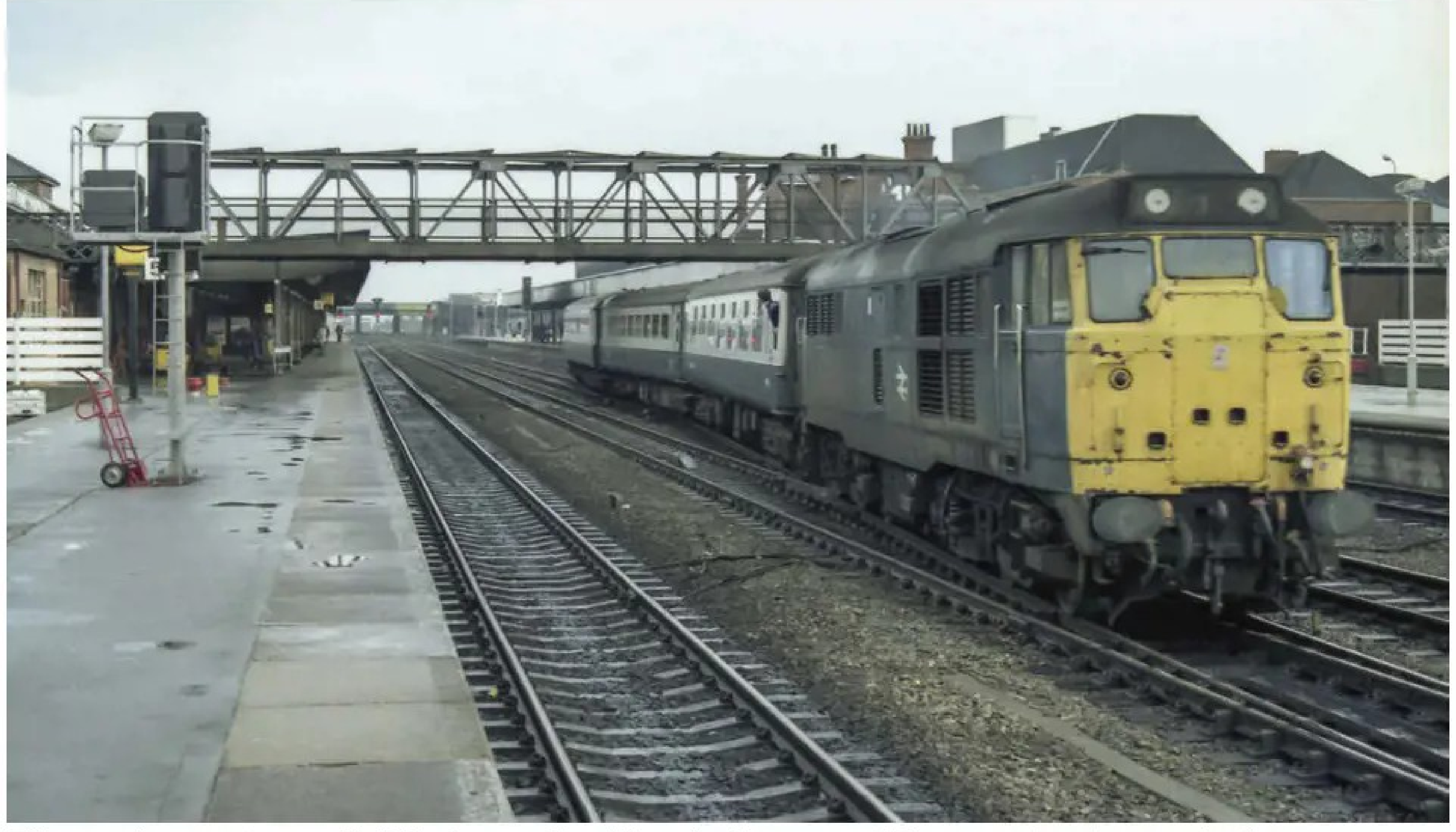
at Doncaster (if not extended to Sheffield), the train terminated as a passenger service and then departed as 5J95 to Nunnery Carriage Sidings. This continued until the October 1982 timetable change, when passenger carrying ceased on 1E66 and its return. The last working of 2D95 was on Saturday, October 2nd, 1982, and featured 40069, the train being extended in passenger service to Sheffield. A considerable number of enthusiasts turned out to travel and mark the passing of something of an institution, the author among them.

Thereafter, the combined empty stock ran as 4M22 from Cleethorpes and was not platformed at Doncaster, instead recessing on one of the Two-Way Goods lines on the west side of the platform roads for crew relief. This was one of the last regular turns for Class 40s, but during the autumn of 1984, Class 47s took over as the regular traction. The train was a familiar sight in the mid-1980s at Doncaster, awaiting its mid-morning departure slot westwards, leaving around 11:00. The loco would be shutdown on arrival and, when Class 40-hauled, the bursting into life of the 16SVT announced to enthusiasts the imminent departure time.

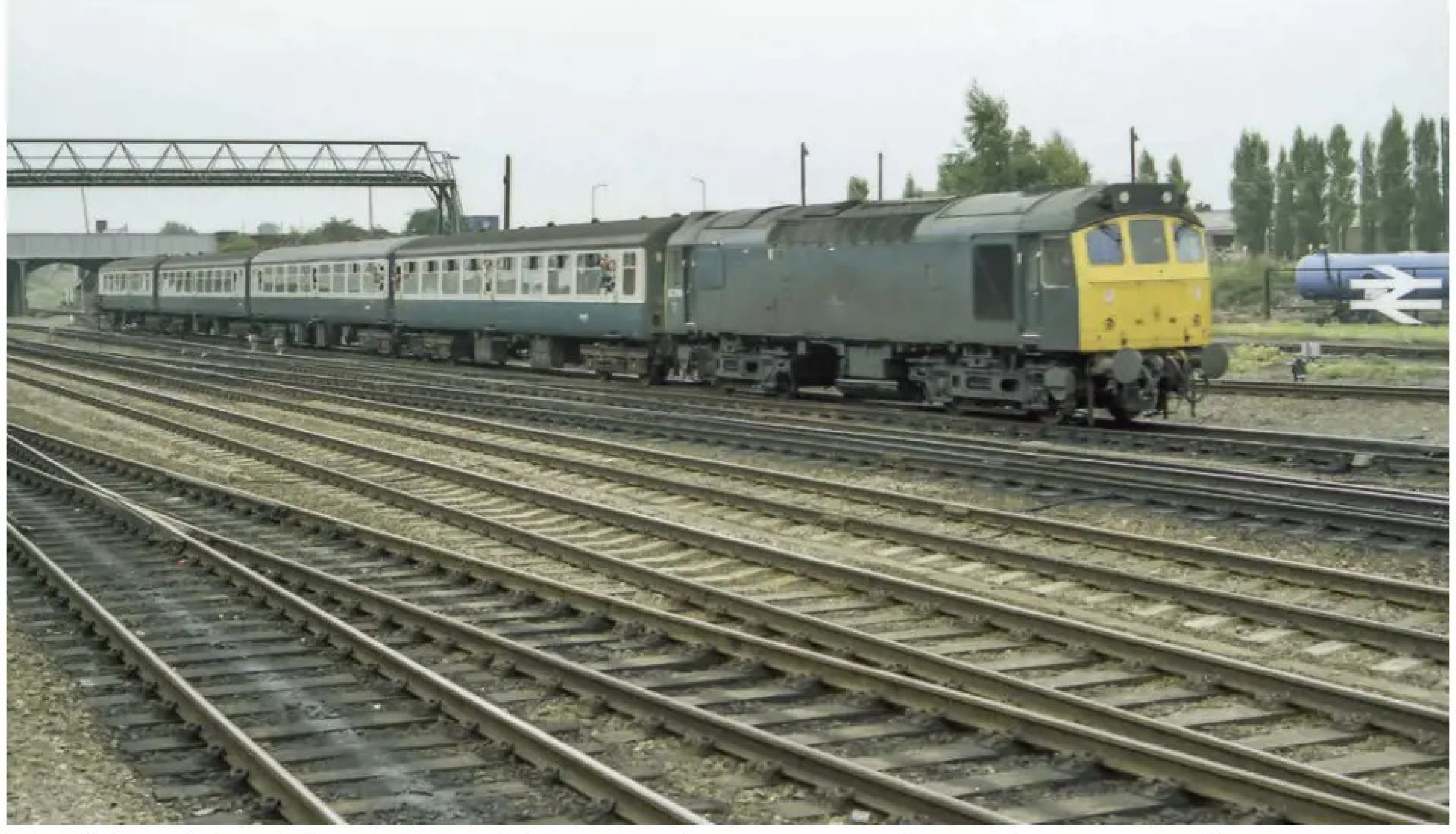
Another loco-hauled survivor was 2D70 05:55 Doncaster to Lincoln Central, another train linked to newspaper traffic at one time for intermediate stations, but these had closed by the 1980s. It hung on as an early passenger turn and could produce Classes 31, 37 and 40 regularly, and anything else from time-to-time. The usual departure was from platform 1 and few passengers from Doncaster were usually interested in a trip along the Joint Line at that early hour, and nothing connected into it. One suspects that it was primarily a convenient stock-balancing working and, inevitably, by the May 1984 timetable, it had gone.

Class 31/4s

The May 1984 timetable also saw the withdrawal of the Class 123/124 hybrid DMUs and replacement by Class 31s and Mk.1/2 stock on the Humberside to Manchester via Sheffield route. At one stroke, this reintroduced regular, all-day loco-hauled opportunities at Doncaster. Westbound trains almost always departed from the northern section of platform 3, the Up side island, designated 3B and then zigzagged away through the middle of the station onto the Down side to gain the Sheffield line. This trackwork had been put in during the radical remodelling of 1979 in connection with the opening of Doncaster power signal box and removed access to the Sheffield lines from the south end of the Up platforms. This had also brought about one of BR's infamous single-lead junctions and a section of single track led from the ECML before double track was again reached round the corner on the Sheffield lines. As in so many places, this was to

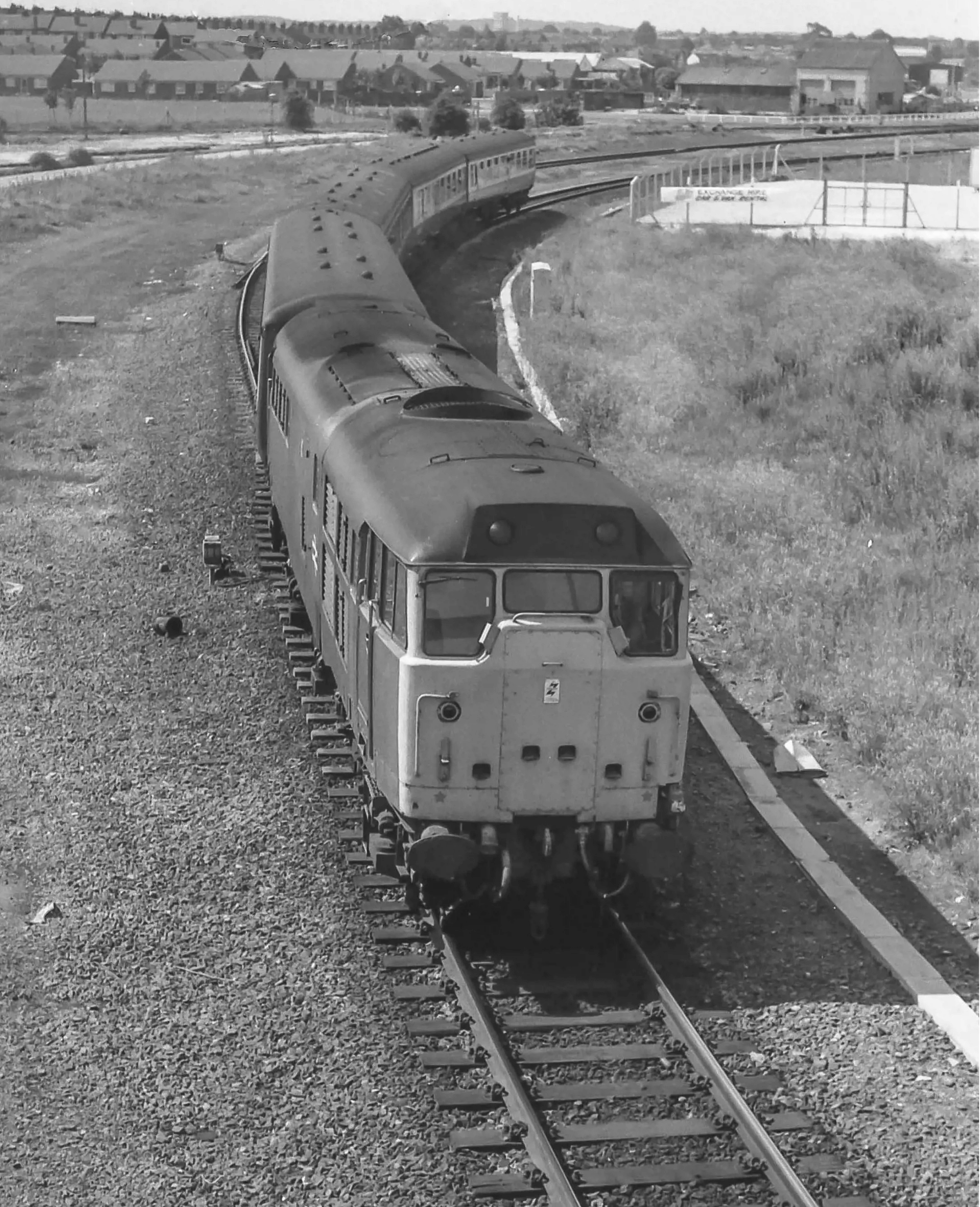


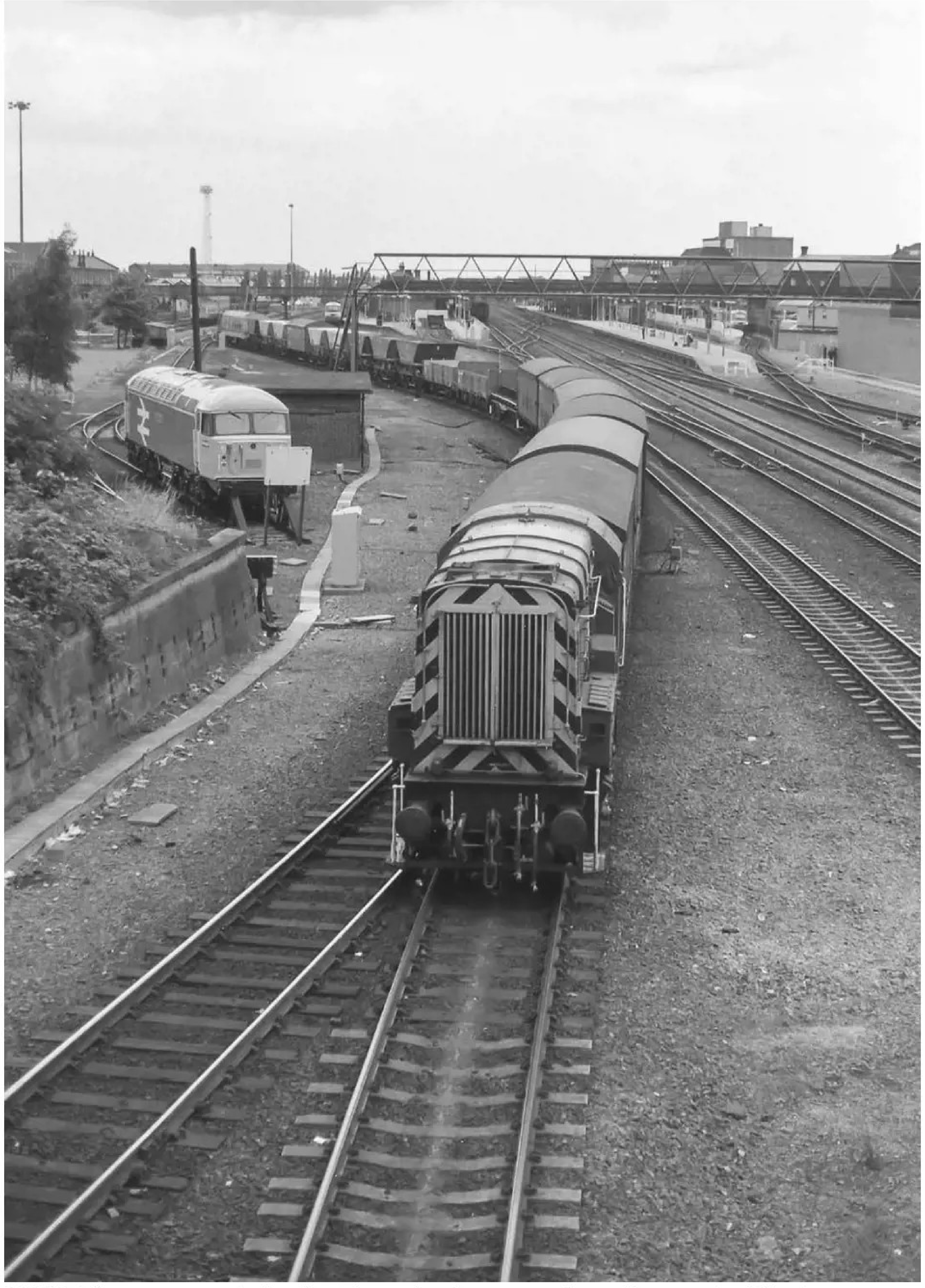
The only route available from the Up platforms at Doncaster towards the Sheffield direction is from platform 3B and across the pointwork in the middle of the station, known as the Sheffield Ladder. On September 22nd, 1984, 31422 takes this route with 1J03 07:43 Hull to Sheffield. On arrival at Sheffield, the stock will be attached to 1V74 08:28 Leeds to Tenby.



By this date, Class 25s at Doncaster were extremely rare to the point of being almost unknown. 25298 astounds everyone by arriving with 1E38 11:41 Manchester Piccadilly to Hull in place of the booked Class 31 on September 15th, 1984, which it worked throughout.

31437 rounds the curve from the Sheffield direction to pass under Hexthorpe Bridge south of Doncaster Station with 1E02 09:00 SSuO Manchester Piccadilly to Hull at 11:24 on July 21st, 1985. The original restrictive single-track arrangement onto the Sheffield route, introduced with the 1979 Doncaster re-signalling, can be seen. The line does not re-double at this point as that is a connection to the goods lines seen diverging. The remains of the Cherry Tree Lane race day platforms are to the left.





08682 trips an assorted rake of repaired wagons from Doncaster Plant towards Belmont Yard on July 18th, 1985.

become a bottleneck as traffic increased post-privatisation and it was eventually re-doubled. At one time, there had been additional platforms on the Sheffield route just the other side of Hexthorpe Bridge, which crosses the ECML just south of Doncaster station, which were only used during Leger Week for race day traffic. This was Cherry Tree Lane station. Although disused for many years for passenger traffic, the platforms had hung on as a site for BR offices, reached by a footbridge off Hexthorpe Bridge. The site was cleared in the early 1980s and the platforms slowly disappeared over subsequent years – nowadays, there is no trace.

Locos to be seen on the Trans-Pennine workings were almost invariably Class 31/4s, although in the summer months, non-ETH-fitted locos were sometimes seen. Two trains daily from Hull formed through portions for NE-SW services at Sheffield: 1J03 07:43 from Hull was attached to 1V74 08:29 Leeds to Cardiff, which on summer Saturdays in 1984 ran through to Tenby; and 1J01 13:22 from Hull was attached to 1O86 14:00 Leeds to Brighton. On Sundays, 1V86 10:54 Hull to Cardiff had a portion from Leeds attached to it at Sheffield. Balancing workings in the opposite direction also existed, although, in these cases, the Leeds portions were always the ones detached. Linked to these trains for stock diagram purposes was the bizarre 1E54 06:50 Paddington to Hull, a train for which no valid through fare existed should you present yourself at the ticket office at Brunel's terminus; you were instead directed to King's Cross. These workings only lasted until the May 1986 timetable change. 'The portions', as they were known, could produce a little variety by way of Classes 45 and 47. Exceptionally, due to loco failure west of the Pennines, the solid Class 31 workings could throw up something outrageous in the form of a Class 25 eastwards, although 'the-man-with-the-gloves' usually spoiled the fun as soon as possible, removed it and sent it back. They never stuck to diagram and escapees east of Sheffield were almost unbelievable.

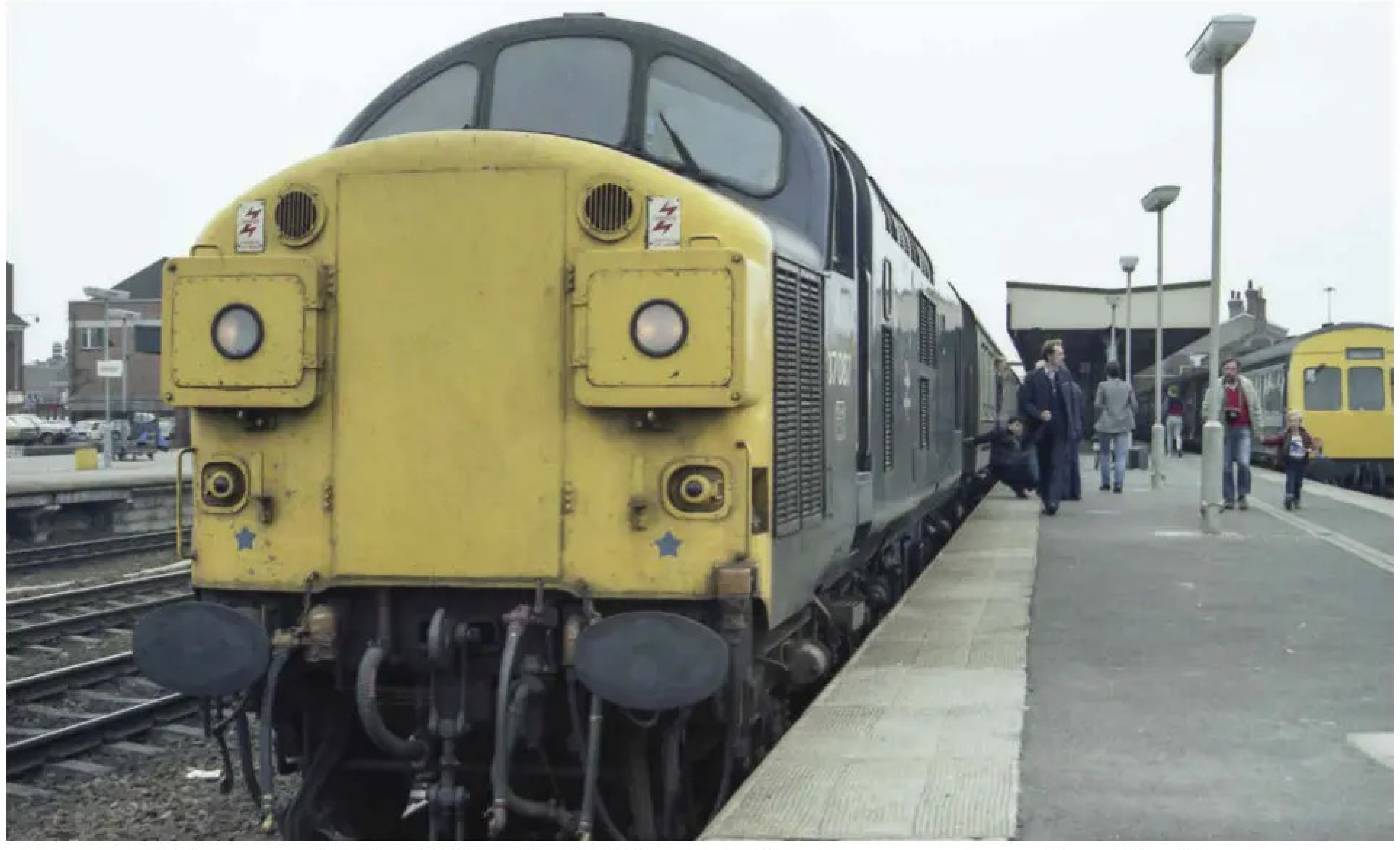
Summer Saturdays

Summer Saturdays had once been legendary for loco-hauled travel in South Yorkshire, especially the activity around Sheffield. By the mid-'80s, BR was performing the last rites over summer seaside traffic, keen to be rid of what it saw as unprofitable extra trains. This was driven, in part, by the HST revolution, which enabled passengers to get there quicker and avoid an overnight journey. One of the resorts that clung on tightest to its long-distance through trains, because HSTs weren't an option, was Great Yarmouth and the services to and from Newcastle were still extant. Until the end of the summer 1981 timetable, these trains re-engined at Grassmoor Junction (near March at Whitemoor Yard) and could produce Class 40s on the northern legs, 40077 being the last to work north on October 3rd, 1981. With closure of the Joint Line between March and Spalding in the pipeline in 1982, the workings were diverted via Peterborough and the ECML and the traction was usually a Class 47, sometimes a no-heat example, although Class 37s could put in a very welcome appearance. Newcastle also dispatched a summer overnight service to Paignton but that was not routed via Doncaster. However, the return 1E33 09:10 from Paignton was, calling around 15:00 and was a reliable 'Peak' turn.

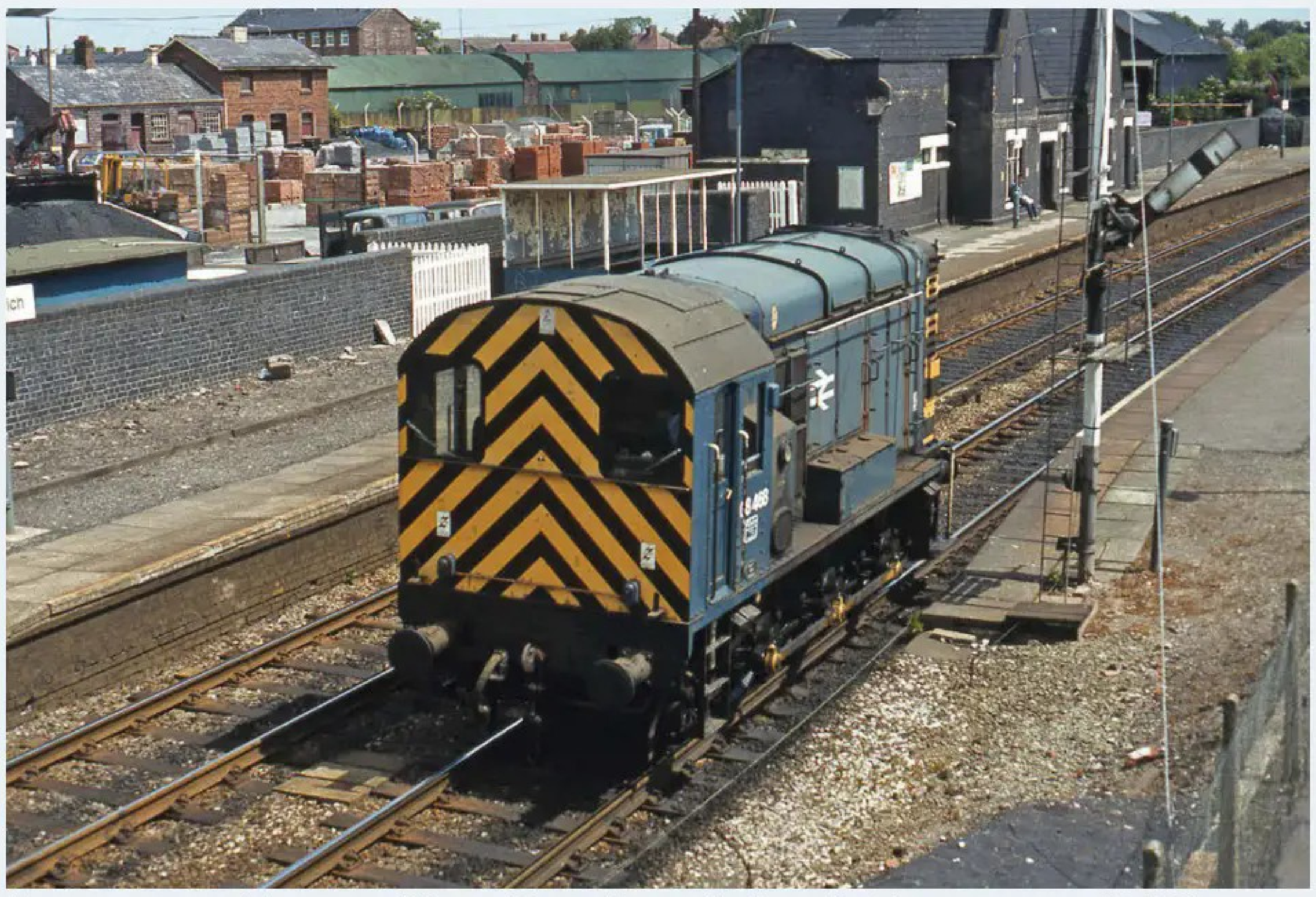
1984 had brought NE-SW services not calling at Leeds through Doncaster but, due to the concurrent introduction of HSTs on the route, this did not increase loco-hauled activity greatly. 1V85 09:22 (M-S) / 1V87 10:30 SuO Newcastle to Penzance and the return 1E91 0853 SuX / 1E37 12:45 SuO Penzance to Newcastle, along with 1O27 06:45 York to Portsmouth Harbour brought a slight respite.

Station pilot

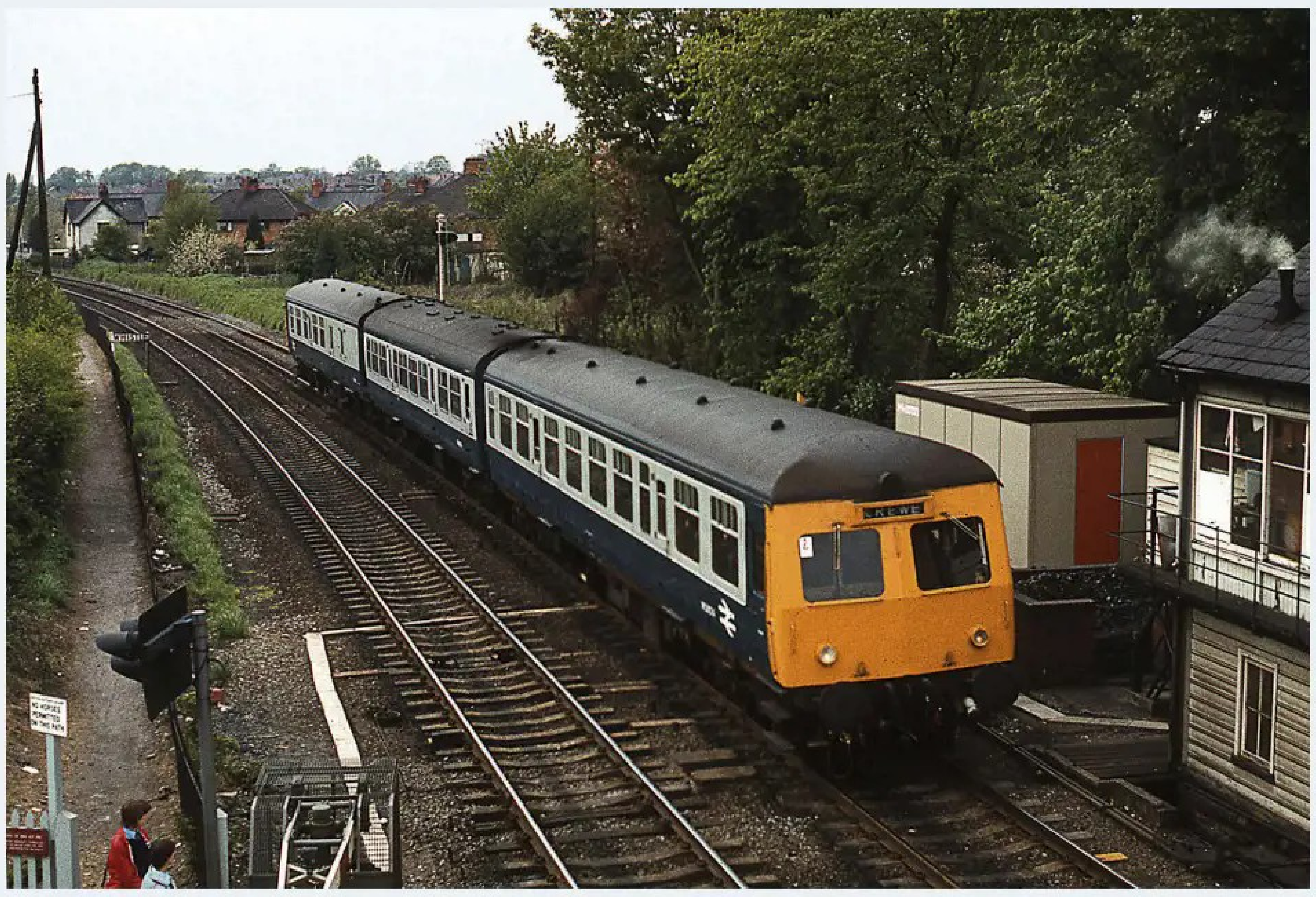
It would be wrong to finish this review without mention of one of the stalwart, often ignored and seldom photographed, locomotives on the Doncaster scene, the Class 08 pilot. Doncaster had one loco in use around the station itself, most regularly busy in an evening, overnight and in the early hours, shunting vans on and off trains. During the daytime, it often spent long periods in the Old Yard, where Platform 0 is situated today. Other 350s, as they were locally known, were to be found in and around The Plant BREL works adjacent to the station and visible therefrom, shunting stock around. Locos destined for works attention arrived in the sidings on the Down side to the south of the station near to Hexthorpe Bridge, known as Plant Dead End. From there, they would be taken in and out of the works by an 08. From time to time, wagons and other stock following overhaul and repair would be tripped by one of the Plant pilots to Belmont Yard via the Slow lines on the west side of the ECML, and vehicles destined for works attention would be brought back. This all added to the variety, although, sadly, we took it all for granted and paid it little attention. It was difficult to imagine then that things would ever change.



Even pushing my luck at the foot of the platform ramp, I can't quite fit all of 37087 in. It has just been attached to 1N13 0910 SO Yarmouth to Newcastle at Doncaster. The 'man-with-the-gloves' is just climbing back onto the platform and the driver who will take the train onwards is approaching. No-heat 47312, which brought the train from Norwich, has been taken off. The date is September 15th, 1984.



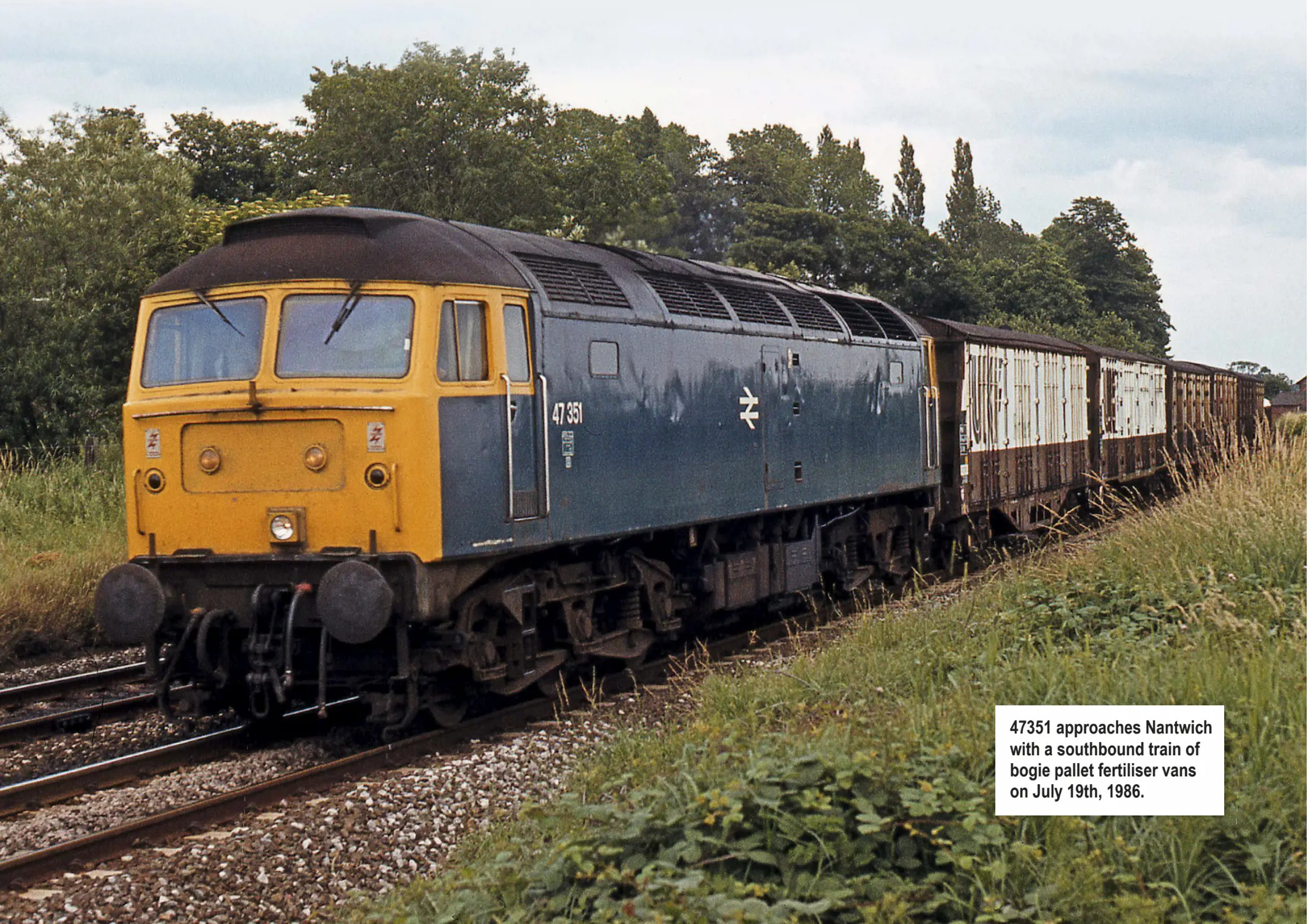
It was unusual to see a Class 08 on the main line, but here we see 08468 powering away on July 3rd, 1984. It was presumably on its way back to Shrewsbury after attention at Crewe.



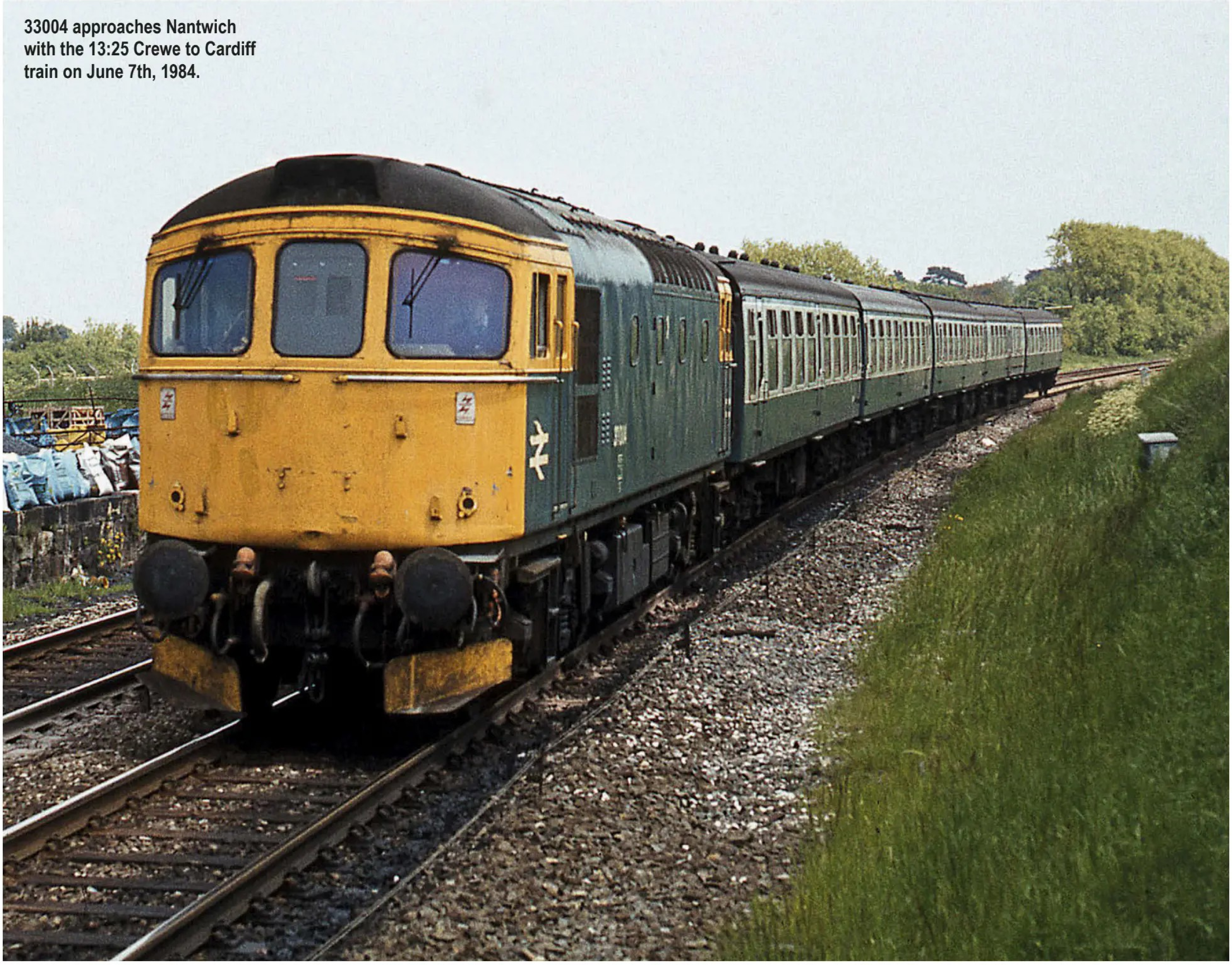
A Class 120 cross-country DMU is seen working the 11:40 Shrewsbury to Crewe and is arriving at Nantwich on May 15th, 1984. Note the Metro-Cammell trailer coach as the middle vehicle.

NANTWICH

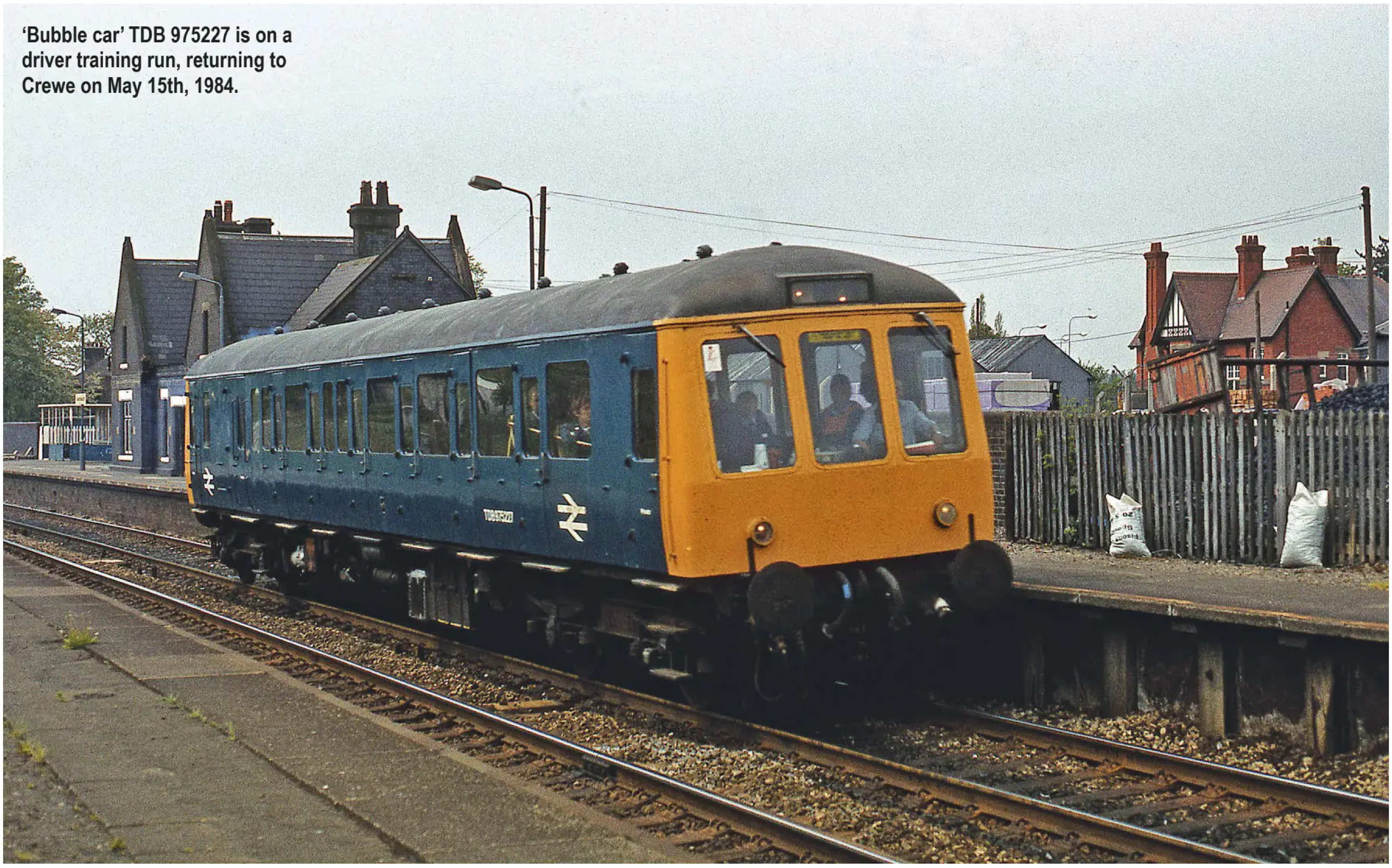
Photographs taken on the line between Crewe and Shrewsbury rarely appear in print, so perhaps it is time to rectify this. **Richard Clayton** photographed trains at his home station of Nantwich in the 1980s.



47351 approaches Nantwich with a southbound train of bogie pallet fertiliser vans on July 19th, 1986.



33004 approaches Nantwich with the 13:25 Crewe to Cardiff train on June 7th, 1984.



'Bubble car' TDB 975227 is on a driver training run, returning to Crewe on May 15th, 1984.

VERSATILE TYPE 1s

By J Crosse

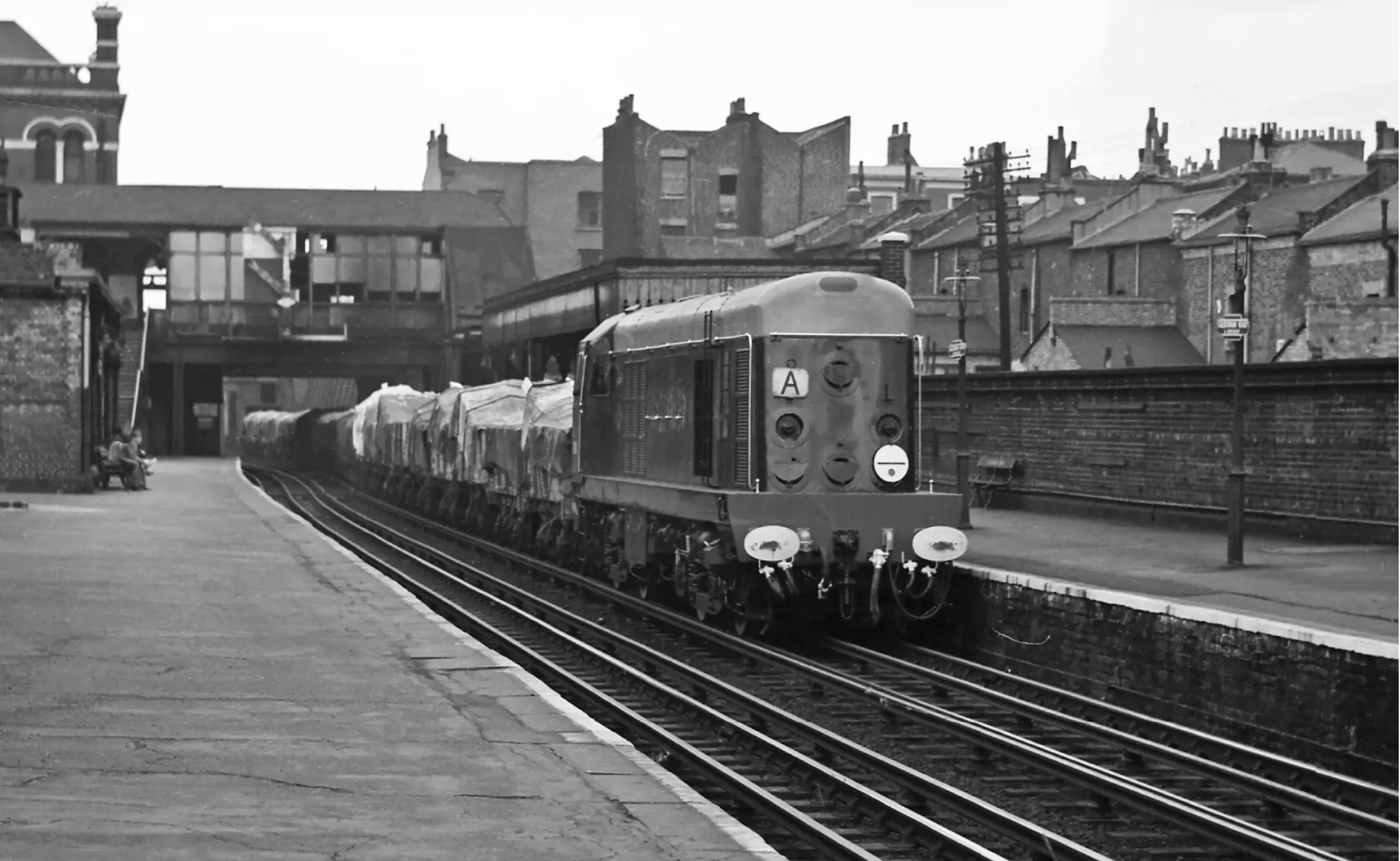
Very few of the early diesel locomotive designs turned out to be successful, but one proved to be almost indestructible and that was the English Electric Type 1, later to become known as Class 20. Reliability and simplicity ensured that these rugged machines stood the test of time and saw them still in front-line service 60 years after they first appeared.

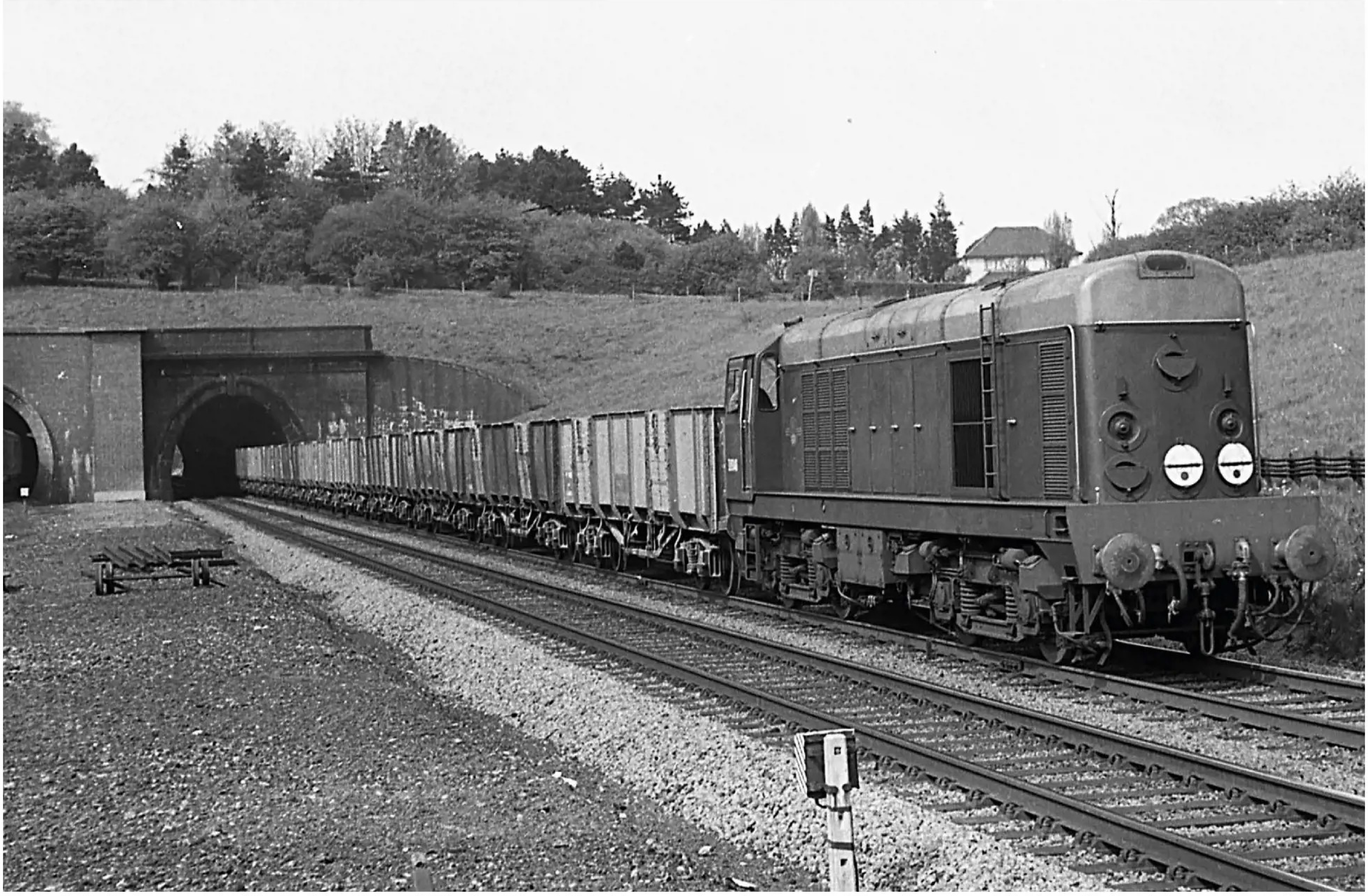
Born out of the 1955 Modernisation Plan, 20 of the design were ordered to be evaluated alongside offerings from North British, who supplied D8400-9, and a group that involved the Yorkshire Engine Co., Clayton, Paxman and British Thompson & Houston, who initially produced D8200-09. With the English Electric (EE) version being initially allocated to the London Midland Region, it was no surprise when the type was selected over the other two to be built in large numbers rather than those which were based on the Eastern Region, although D8210-43 were built as a follow on order.

All three designs had a cab at one end only, with that inset from the end on both the D82XX and D84XX, whereas the D80XX had the cab flush with one end. All of these designs, therefore, had a restricted forward vision, making it more difficult for them to be used where frequent coupling or uncoupling was required. Working nose-first, the EE locos had the worst vision of the three, but cab-first the driver had a totally unobstructed view. This layout seemed at first to have signed their death warrant, but in later years it turned out to be a major advantage. Having reached a total of 128 engines built by 1962, the desire to have better forward vision saw the Clayton Class 17s designated as the new standard Type 1 due to the much better visibility afforded by their central cab. Unfortunately, a clear view did not necessarily mean a reliable engine, and, in 1966, the EE design returned to favour when it was appreciated that, when coupled nose to nose, they had the best visibility of all, and could perform the heaviest of freight duties into the bargain. Thus EE received an order for a further 100 of the type. All competition soon fell by the wayside, leaving the EE Type 1s to reign supreme.

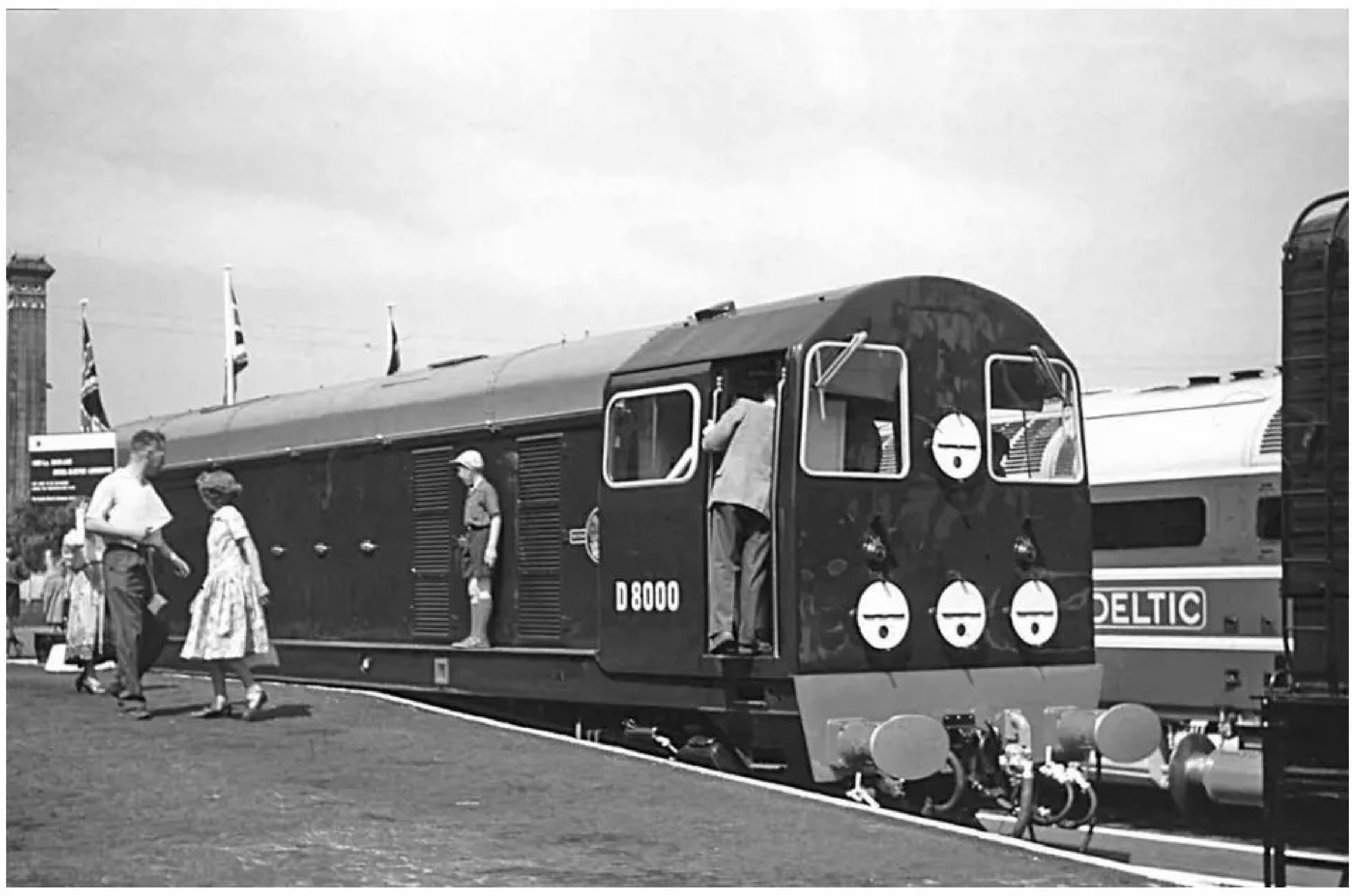
Full allocation information can be found at the RCTS **locodata.org.uk** website.

The pairing up of Class 20s was not something seen very often in the early years. Thus nose-first working was a common sight. In this view, D8004 heads a freight through Caledonian Road, part of the North London Line not far north of Kings Cross, on August 17th, 1957, its silver buffers betraying its 'just out of the box' status. Indeed, it had been allocated to Devons Road just seven days earlier. This was one of a few members that moved to Crewe in 1958, a location at which they became quite scarce in the 1970s. It later saw service on both the Eastern and Scottish Regions. M J READE/ COLOUR-RAIL.COM

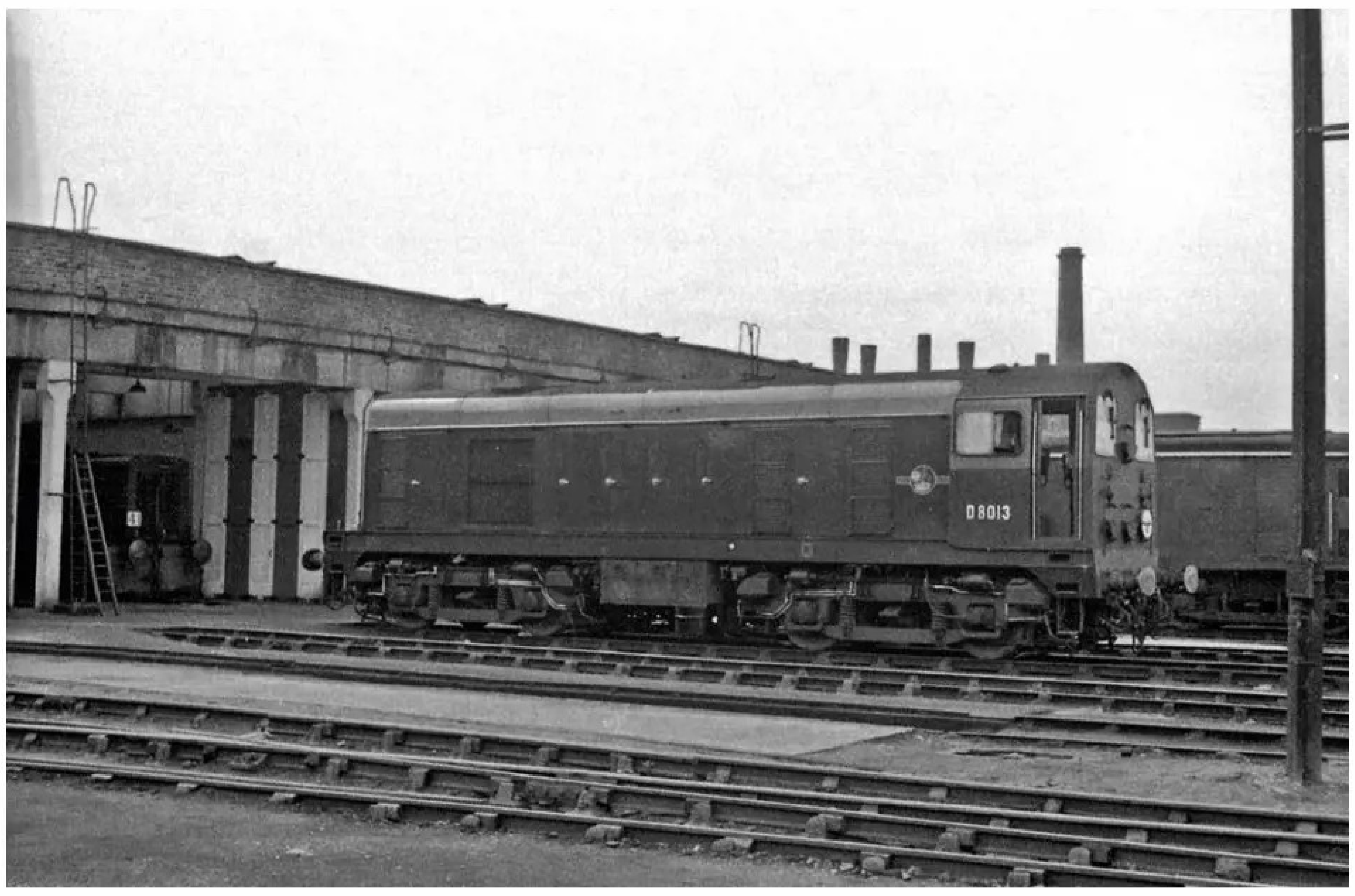




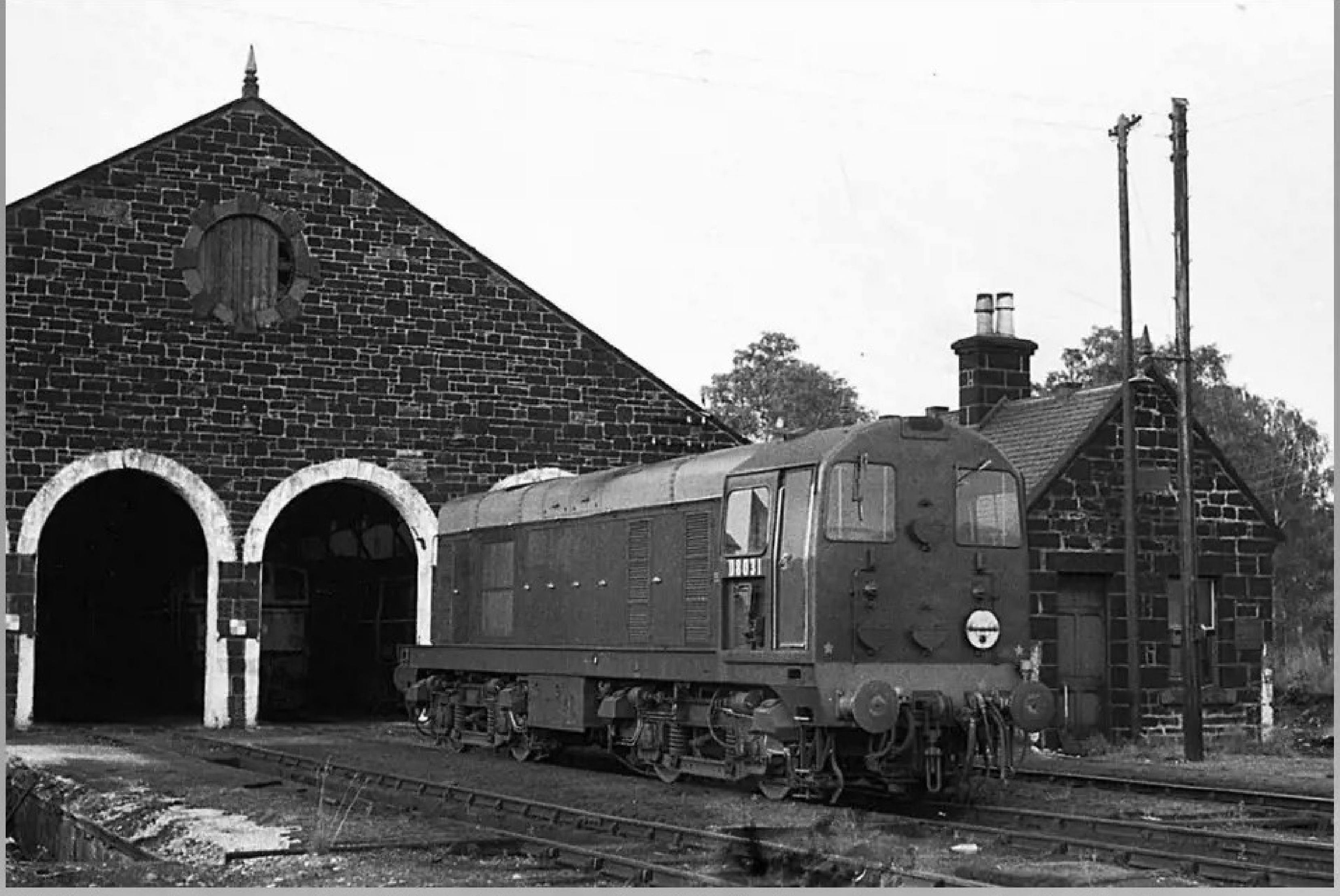
Look what's just come out of Hadley Wood Tunnel! The East Coast Main Line must have been a very interesting place to be in early diesel days as the variety of motive power was immense with what became Classes 15, 21, 23, 26, 31, 40 and 46 all in regular use, in addition to the Class 20s. This is D8046 at the head of a rake of bogie wagons. Dated May 1960, the loco had just been reallocated from Hornsey to the new Finsbury Park shed, which had opened in March. Like many of the classes just mentioned, the Class 20s soon moved away from the London end of the line. (Editor: The wagons conveyed domestic rubbish from Ashburton Grove, south of Finsbury Park, to a tip at Blackbridge, on the branch from Hatfield/Welwyn Garden City to Luton. There were two or three such workings every weekday until the tip closed in 1971 and they were known locally as the 'dustbins' or the 'Ashburton Grove Pullman'! The steel-bodied bogie wagons were a particular feature of the trains. They were designed for carrying bagged ammonium sulphate fertiliser from the ICI works at Haverton Hill. 80 of these 'sulphate' wagons were built in the 1930s and quite a number of them ended their days on the 'dustbins', alongside standard BR 16-ton mineral wagons. Thanks to David Percival for this information.) COLOUR-RAIL.COM



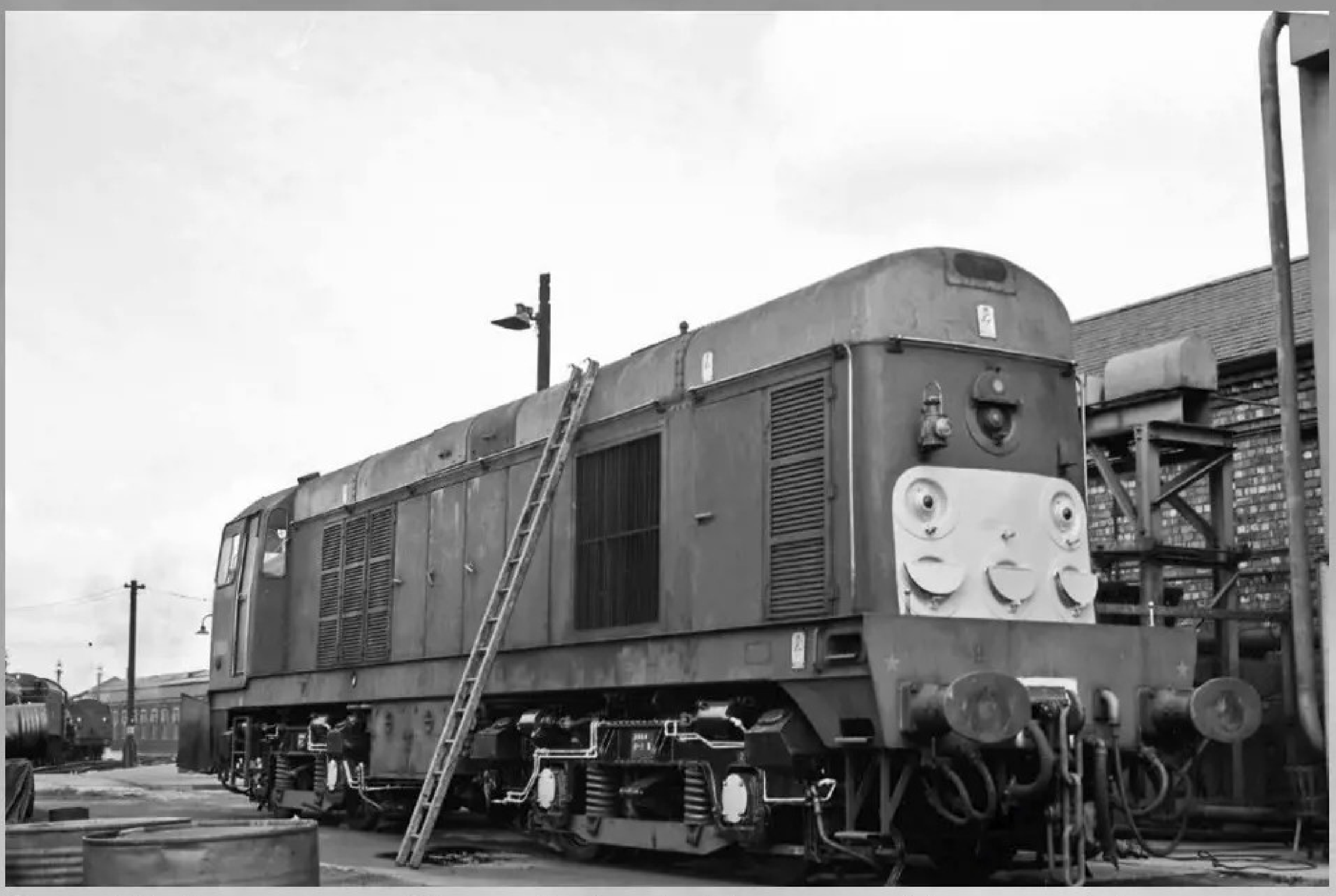
D8000 had the honour of being the first locomotive delivered under the Modernisation Plan, taking just two years to build, being officially allocated to Devons Road, Bow on June 22nd, 1957, although it was soon despatched to Toton and did not reach Devons Road until September. Devons Road started life as a steam shed but was the first depot on British Railways to become exclusively used by diesels. Whilst the official date to traffic was 22nd June, D8000 was immediately chosen to go on show at an exhibition at Battersea Wharf Goods Depot, which ran from 28th to 30th June and, as can be seen in this picture, was accompanied by the prototype 'Deltic'. Amongst other exhibits was a 350hp diesel shunter, 13354. Other than a brief spell at Tinsley, D8000 spent its first 10 years moving to and fro between London and Toton, and had a relatively short operating life, coming out of service as 20050 in 1980. Turning out to be such an important design, it was selected to be a part of The National Collection based at the National Railway Museum. COLOUR-RAIL.COM



Talking of Devons Road, we see here D8013 at that location. The depot had been coded as 1D by the LMS and this was carried forward into the BR era. However, it was changed to 1J in September 1963. As well as being the first all-diesel depot, it was also the first to close; this happening in February 1964 when new facilities at Willesden became available. D8013 arrived in November 1957 and it, and its companions at Bow, were used on some local passenger work in the summer when steam heat was not required, but mainly on Euston empty stock moves and local freight duties. When Bow closed, it moved in quick succession to Stratford, Immingham and Tinsley before a return to London Midland territory. Note the plain green livery with the standard BR totem behind the cab. No electrification flashes were present in the early days. COLOUR-RAIL.COM

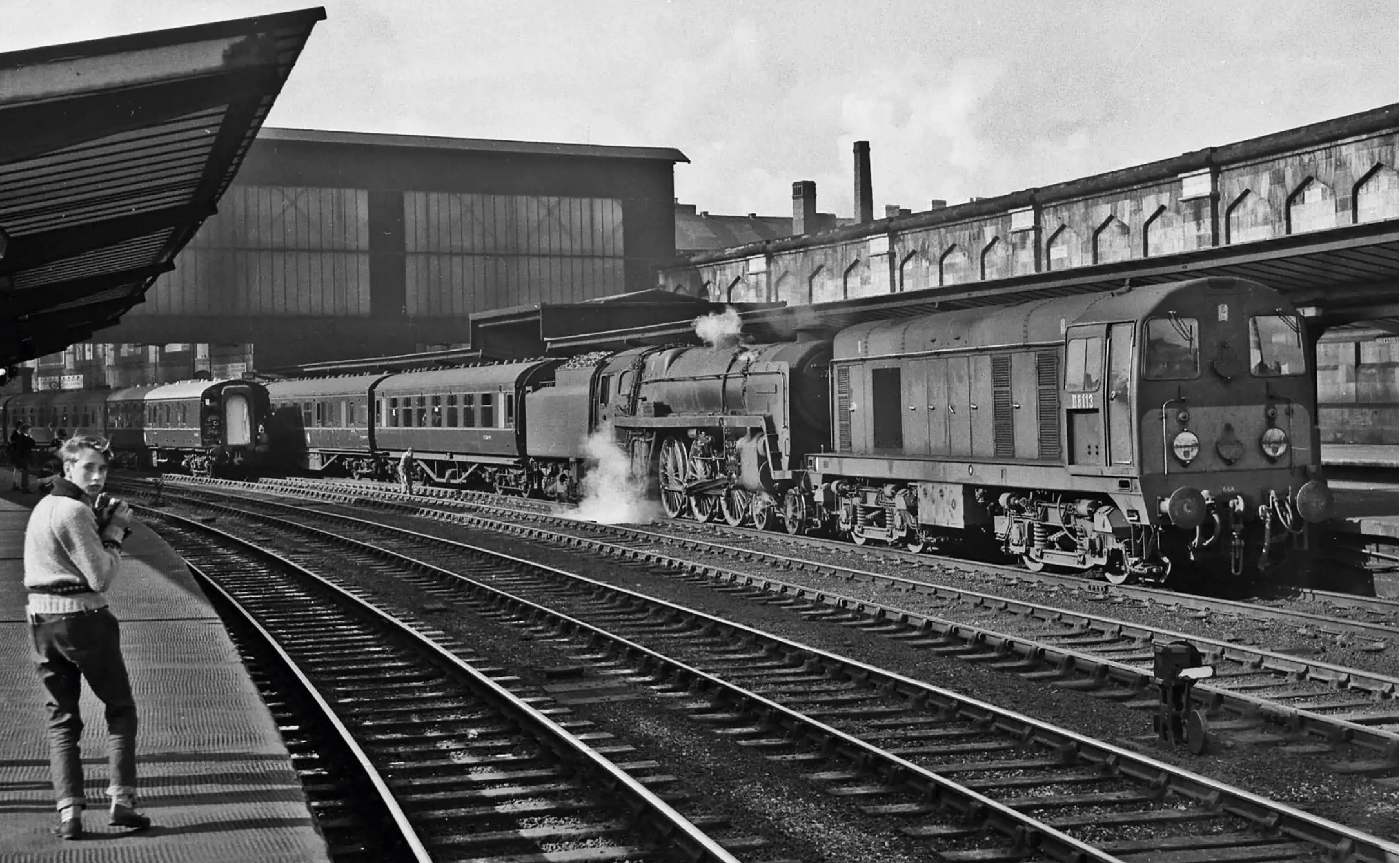


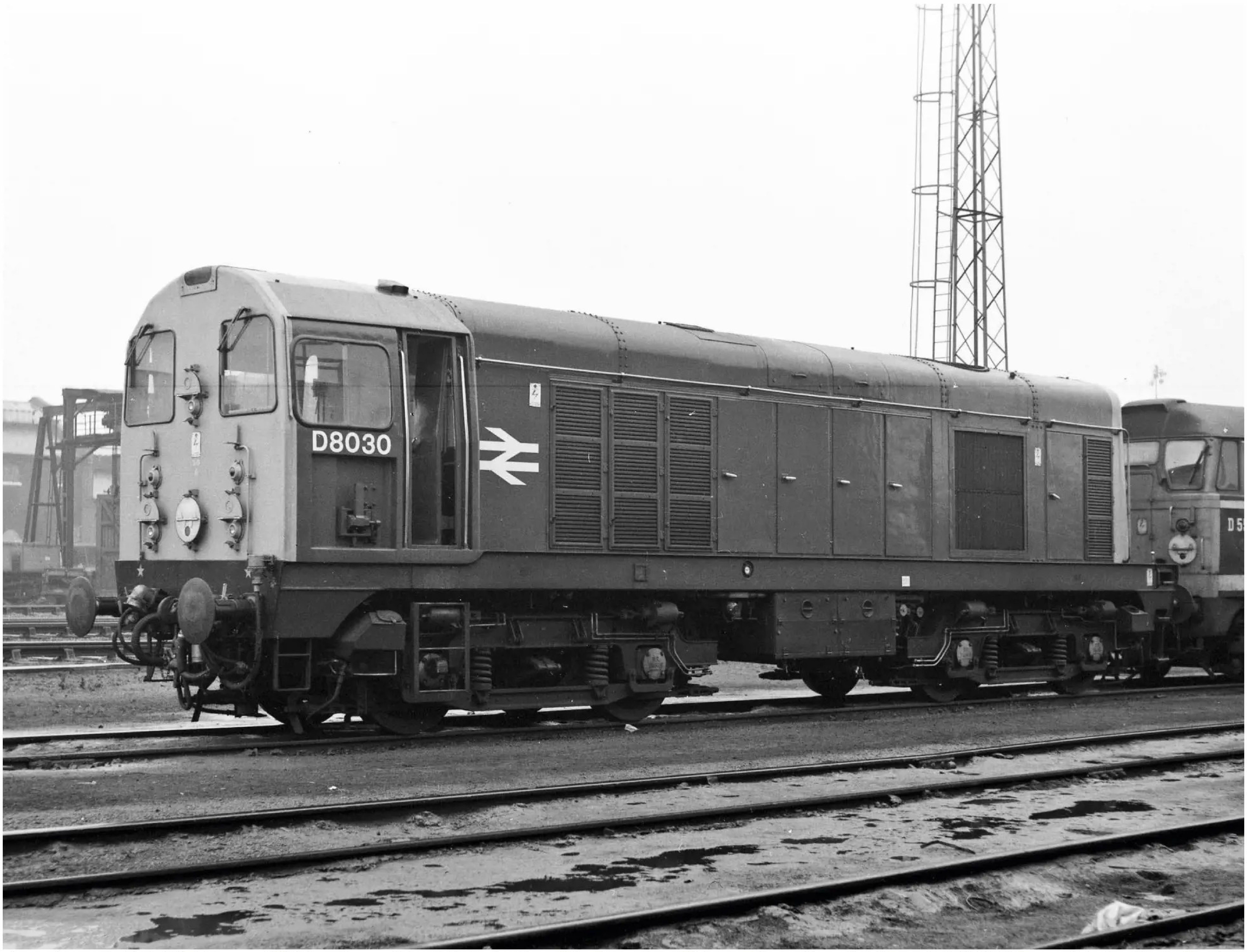
With the delivery of D8028 at the end of 1959, the class made its first appearance north of the border with it and D8029/30 being allocated to Leith, this being the only diesel facility in Edinburgh at the time. D8031 had a brief initial spell at Kittybrewster before moving to Inverness, where it had D8032-4 for company. This token allocation worked various local freight duties in the Highlands, not gravitating southwards until 1966. D8031 rests peacefully at Aviemore shed in 1960, soon after joining the Inverness allocation. Note the recess on the cabside containing the token exchange equipment, this being an easy way to identify Scottish machines, although many did not actually carry the token exchange gear. COLOUR-RAIL.COM



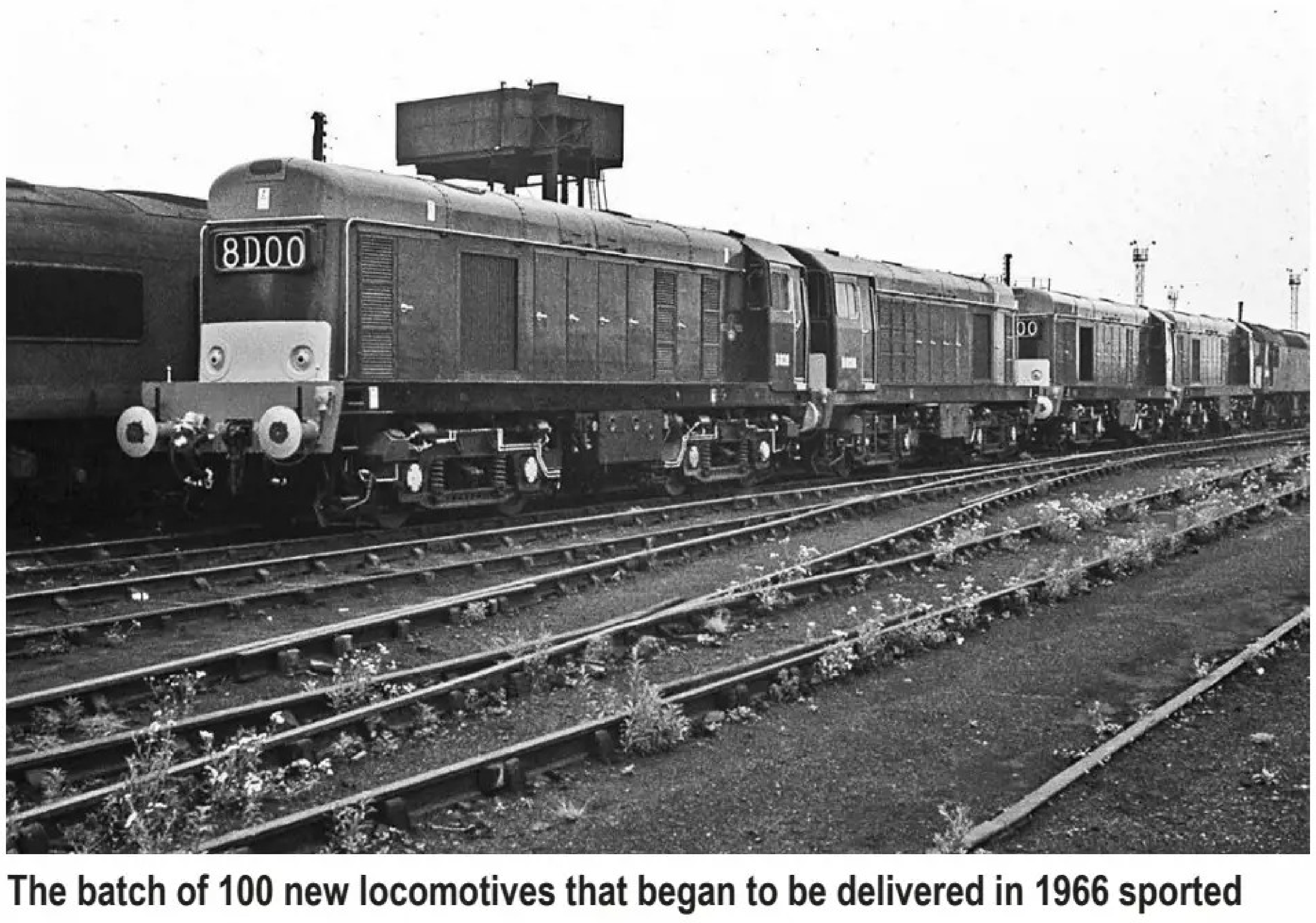
Crewe Works was one of those designated to carry out heavy maintenance and overhaul of the class, although few photographs seem to exist of them on the site in the early days, but here we see D8004 paying a visit and receiving the first livery change, that being the application of yellow panels. As electrification had also been live in the area for some time, it is hardly surprising that the regulation flashes are also fitted. In 1975, the loco spent periods in store as it was by that time allocated to Toton, and coal traffic was severely affected by miners' strikes. It was also one of a number of class members that were withdrawn and subsequently re-instated, running a further seven years before retirement in 1990. D FORSYTH/ COLOUR-RAIL.COM

Later famed for double heading, this must surely be an exceptional pairing at Carlisle, where we see D8113 giving Clan Pacific 72008 a helping hand on 28th August 1964. Under the grime, it can be seen that it has the by then obligatory yellow panel and also an empty tablet exchange recess on the cabside. New to Eastfield in 1962, it had moved in May of 1964 to join many of its fellows on the books of Polmadie. It later had an adventurous life as it joined the fleet of locomotives working in France on the Channel Tunnel project and then became part of the DRS fleet, although it is unclear if it ever turned a wheel in anger for them, but it did ensure its survival into the 21st century.
D FORSYTH/ COLOUR-RAIL.COM

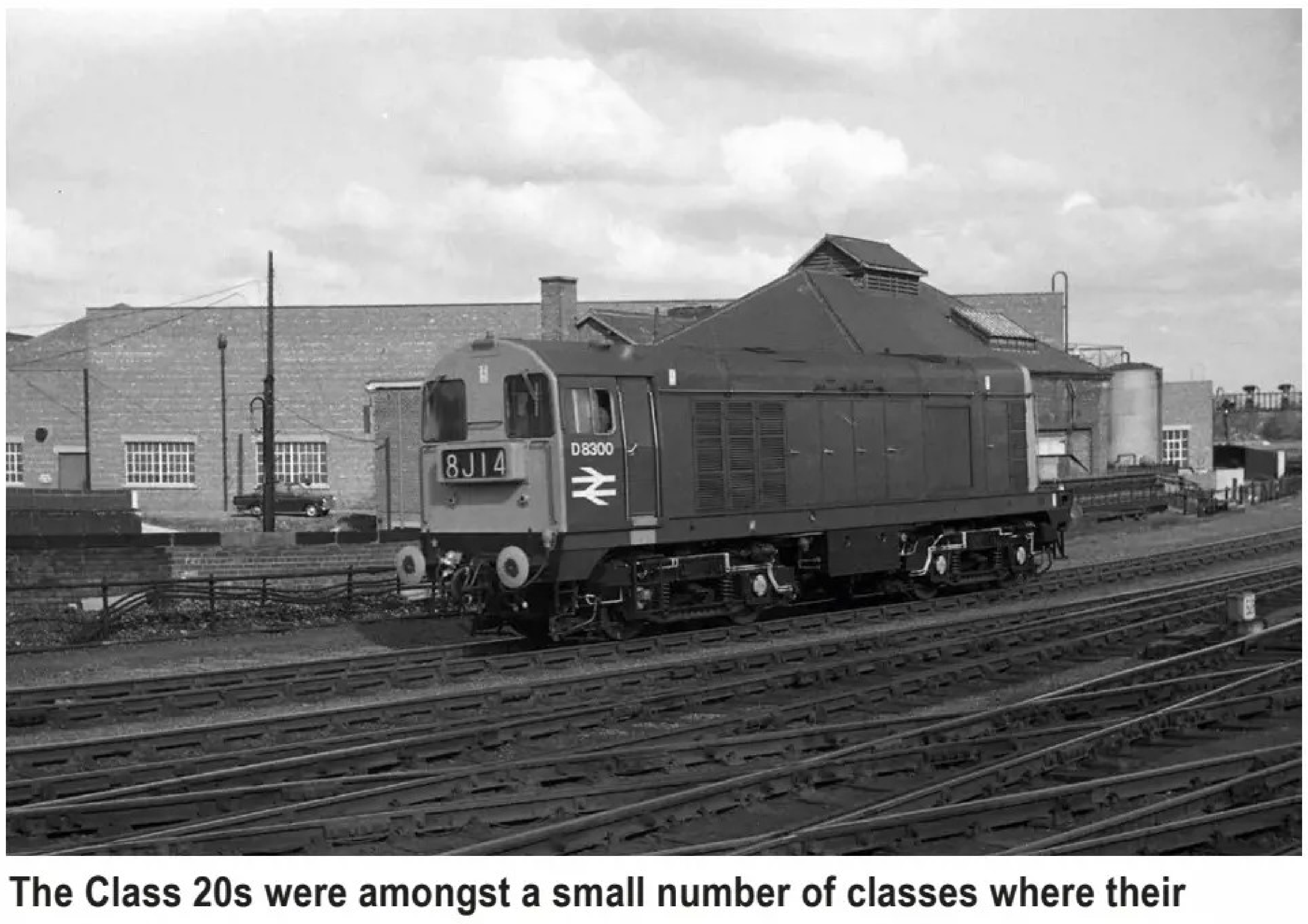




An early repaint into BR blue was D8030 as the work included retention of the D prefix, which was discontinued at the end of 1968. This repaint also illustrates the impossibility of applying the double arrow to the cabside on former Scottish locos that had the tablet exchange recess, so it resides behind the door once more. This is an interesting picture, as the date suggested by the photographer was clearly wrong as it predated blue livery. Presumably, however, the location of York is correct with a Class 31 also in shot. This could date the picture accurately to October 1969, as D8030 moved to York from Stratford that month but was then immediately moved back to Stratford later the same month – or is it actually taken at Stratford? F HORNBY/ COLOUR-RAIL.COM



The batch of 100 new locomotives that began to be delivered in 1966 sported reporting number panels on each end, making them instantly recognisable from a distance. D8128-33 went new to Tinsley, with the LMR receiving D8134 to D8199, a batch that became strongly associated with coal traffic and based at Toton. D8138 looks suspiciously new at Toton, so, although the picture is undated, it is almost certainly April 1966, which it is when it arrived there. This was another loco to eventually be employed on Channel Tunnel work and passing through DRS hands. With long periods in store, it finally went for breaking up in 2010. It seems that green with full yellow ends possibly eluded many '20s' with them going straight into blue livery, but 20167/70 were still in green and had full yellow ends as late as 1978. COLOUR-RAIL.COM



The Class 20s were amongst a small number of classes where their final deliveries carried BR blue from new. D8300-9, delivered in early 1967, were so adorned and all were new to York shed, which had not previously enjoyed their services. Here, we see a still fresh D8300 at its home location in April 1970. The fitting of reporting number panels on the cab end can be clearly seen, as can the fact that the double arrow is applied to the cabside rather than behind the cab door, as had been the case with the BR totem on green livery. While later allocated to the Scottish Region, the loco suffered severe damage and was condemned after just 12 years service. COLOUR-RAIL.COM

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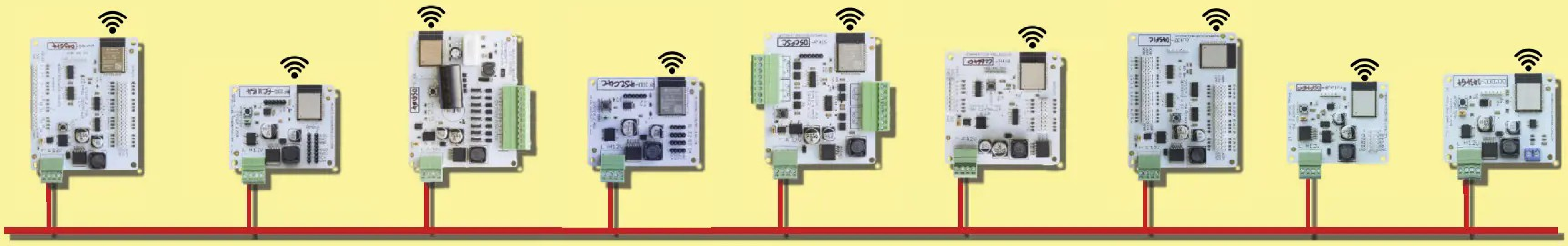

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FACTFILE

LAYOUT NAME: Books Bridge
SCALE/GAUGE: O Narrow Gauge/7mm gauge/16.5
SIZE: 5ft 2in x 1ft 1in
ERA/REGION: Edwardian/Suffolk
LAYOUT TYPE: Fiddleyard to terminus

GENTLEMEN
LVR
LVR

Mid-morning, after the initial rush of day trippers, the trams are being held in readiness for later in the day. The passengers wait for the tram arriving from Bury St Edmunds to take them back. The Station building is based on those of the Tanat Valley Railway.

BOOKS BRIDGE

Set in the early Edwardian period, this compact scene based on the Kinver Edge Light Railway in the throes of electrification perfectly demonstrates what can be achieved in a small space.

Words: Stuart Marshall **Photography:** Phil Parker

TOP RIGHT: The original layout stopped at the hedge and the scenic section was added to hold the head shunt. The large tree was made using artificial Asparagus Fern. The bottom few centimetres were held together with wire, then hot glue was applied to form the trunk. It was then sprayed dark brown. The scenic scatter was applied over a wet coat of matt varnish.

MIDDLE RIGHT: Lunch break with a cut-down Peco mineral wagon as the permanent way wagon in the background.

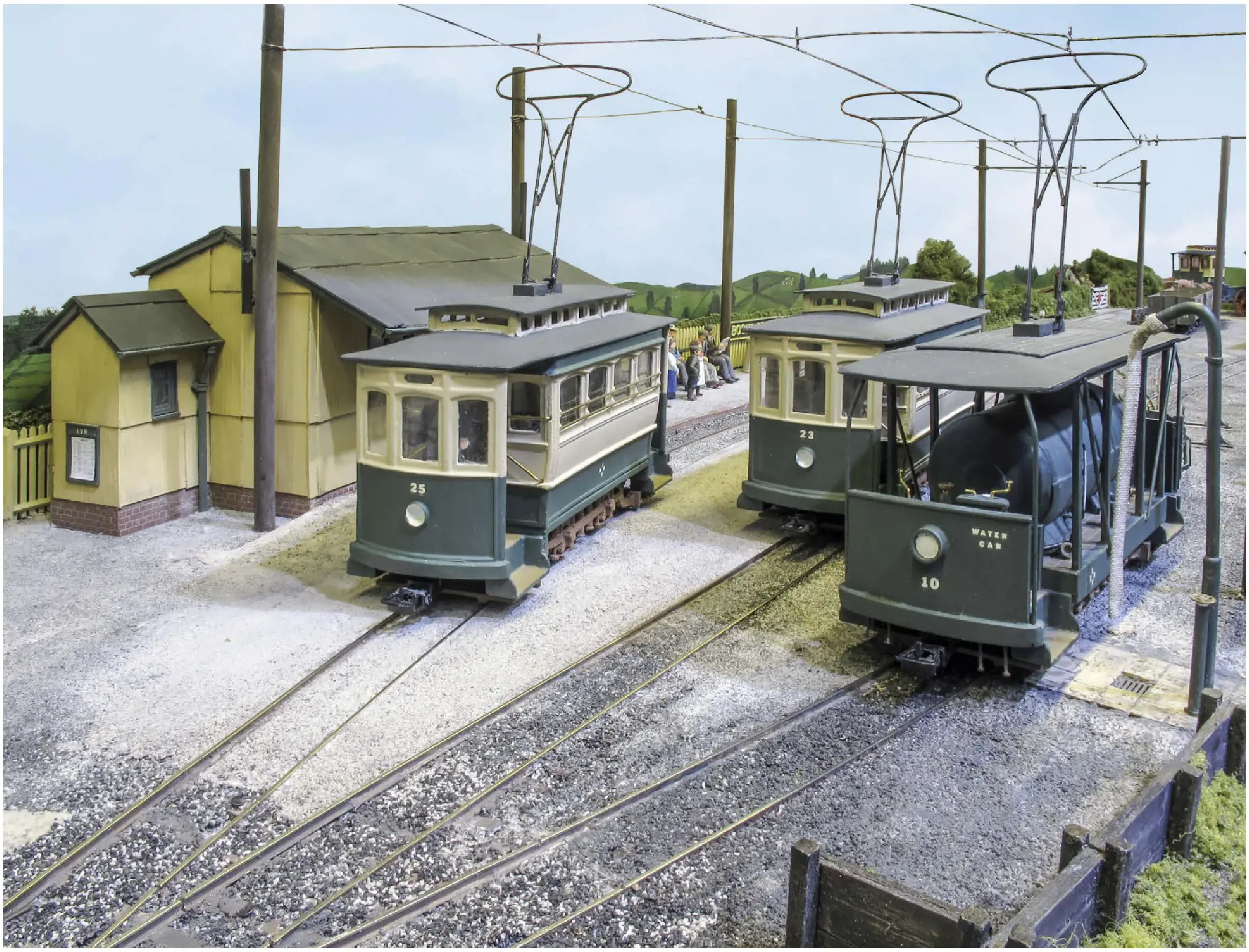
I like making smaller layouts with good operating potential and taking them to exhibitions to show what can be achieved in a relatively small space where O-16.5 scale is ideal. With a baseboard size of 1,600mm x 350mm, there is space to add a lot of detail to create atmosphere.

'Books Bridge' came about with the need to find a location for my next O-16.5 project as the space in my modelling room/office was taken up with two other layouts. The only space available was above one of the layouts, and by adding long shelf brackets to the shelving system already supporting my bookshelves, I was able to place 'Books Bridge' high enough not to interfere with operating the layout underneath. This also gave the layout its name as it bridged across the layout using the book shelving.

This layout had a completely different beginning as it was originally a 2ft 4in gauge steam tram layout using Peco Glyn Valley locomotives and conventional carriages. But, for something to do during the second Covid lockdown, the change was made to the original layout as there was no space to build another. I have a book titled *Freight on Street Tramways in the British Isles* by David Voice that has a photo of the Kinver Edge Light Railway, and it was this that kindled my interest in the line. I then purchased a book on the line titled *The Kinver Light Railway Echoes of a Lost Tramway* by Paul Collins, and

> “Operationally, it might seem boring having trams running back and forth but it keeps me occupied especially if I run the layout as if it were a busy Bank Holiday or Fair Day.”

The goods shed, like the station, is based on those of the Tanat Valley Railway. Both were made from 3mm grey board covered with corrugated sheeting from South Eastern Finecast, with other plastic components from Evergreen.

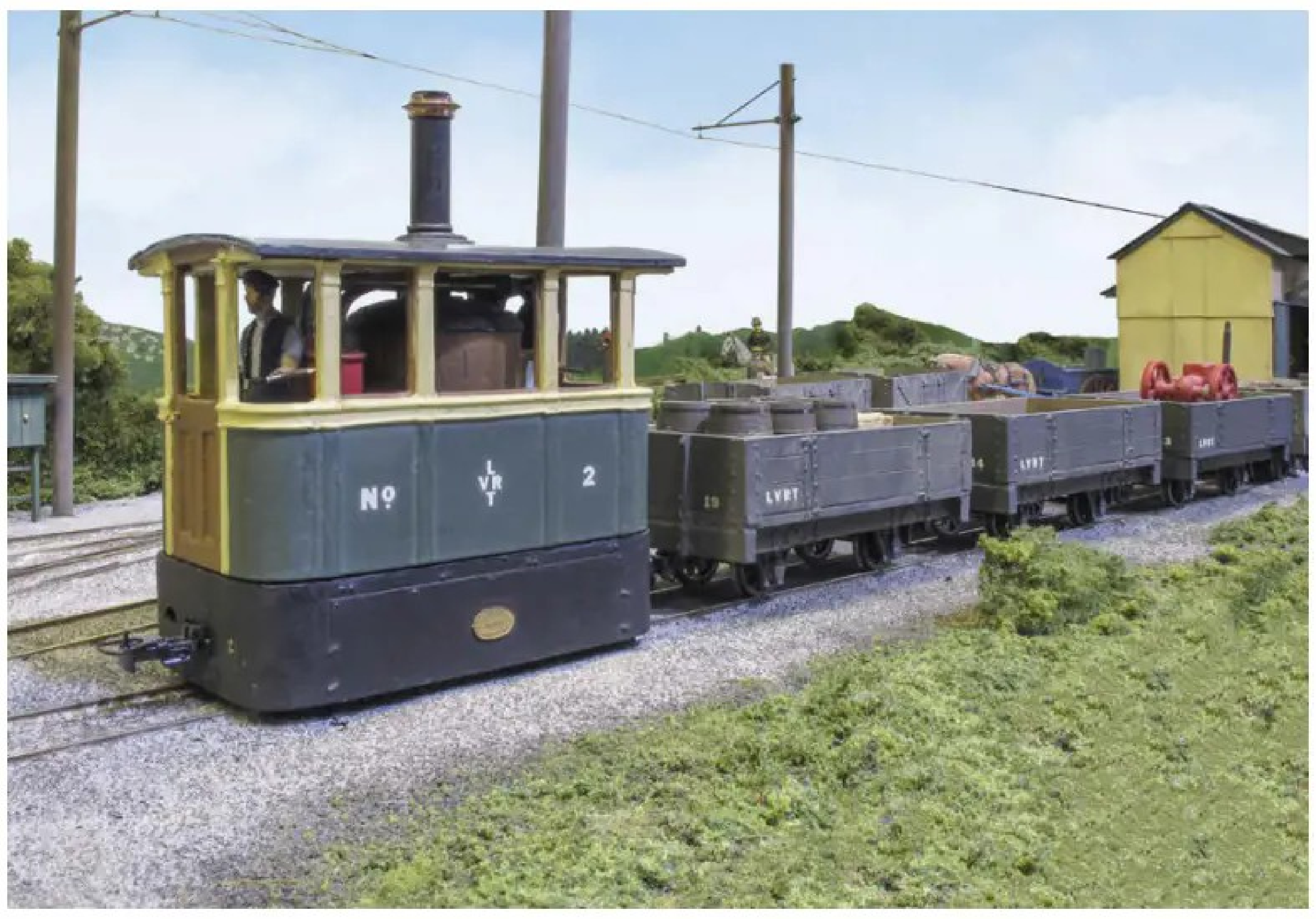


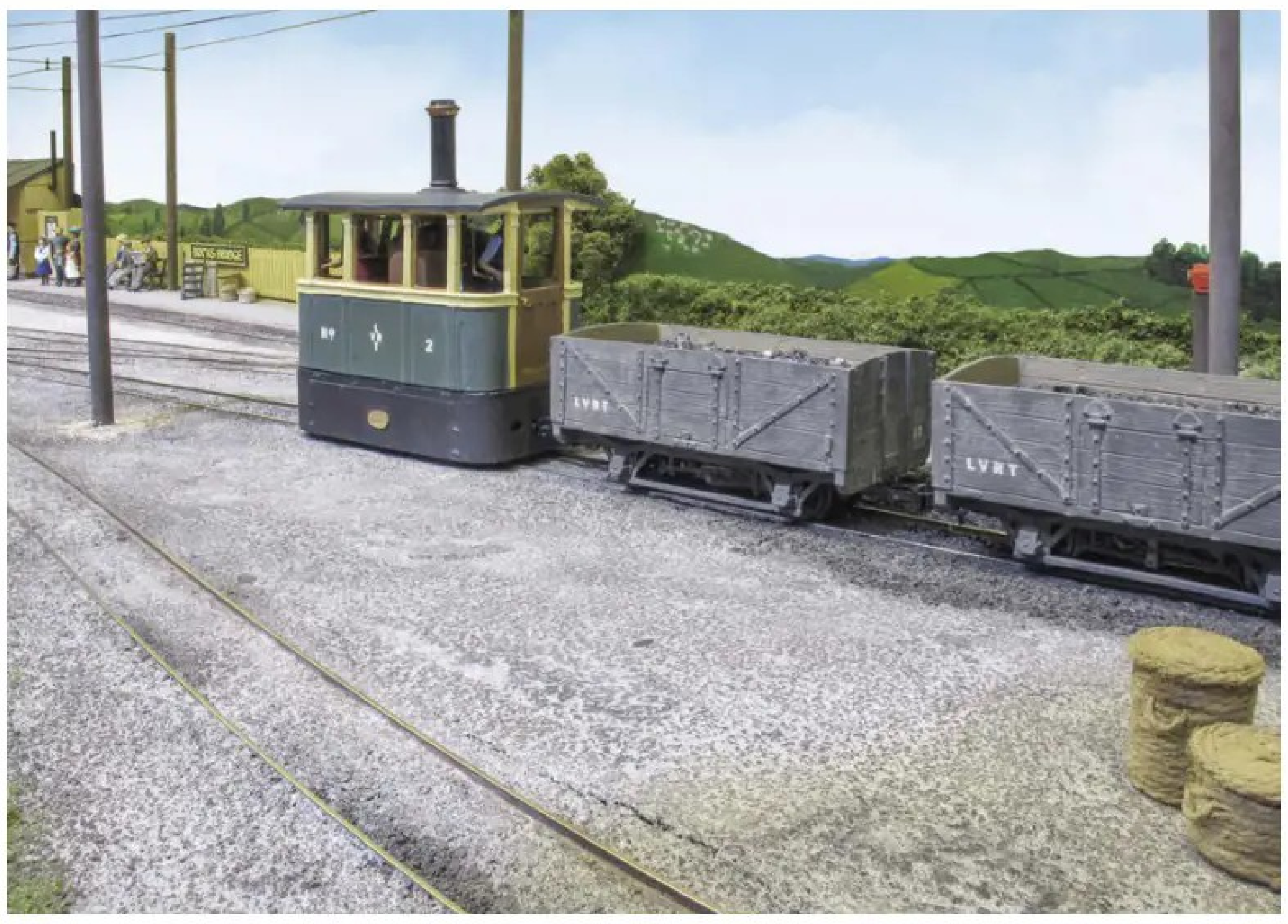
I thought, why not a layout based on the K.E.L.R? The limited space I have meant I couldn't make an accurate model as the Kinver Light Railway used long bogie trams, but I could create one with the flavour of the line.

Some history

The Kinver Light Railway ran from Amblecote, where it joined the Dudley, Stourbridge & District Electric Traction Co. Ltd. and ran out to the town of Kinver, situated close by Kinver Edge. This a large hilly area of woods and open grassland with its iconic rock houses, now owned by the National Trust. It was used in the past by Black Country residents to get away from the smoke and grime of heavy industry. The line had street running in town, reserve track and cross-country running. It used wooden traction poles for the out-of-town section, ideal from a modelling point of view.

Now the history of my tramway, which is set in the early Edwardian period. The Lark Valley Railway followed the River Lark from south of Bury St. Edmunds till it reached the River Ouse near Mildenhall. The railway served the local agricultural communities, shipping fruit and vegetables, etc., to the Bury St. Edmunds Great Eastern Railway station and the quays on the River Lark. Originally, it was a steam tramway built in 1886 under the Tramways Act of 1870, as it ran both as a street and roadside tram for most of its length.

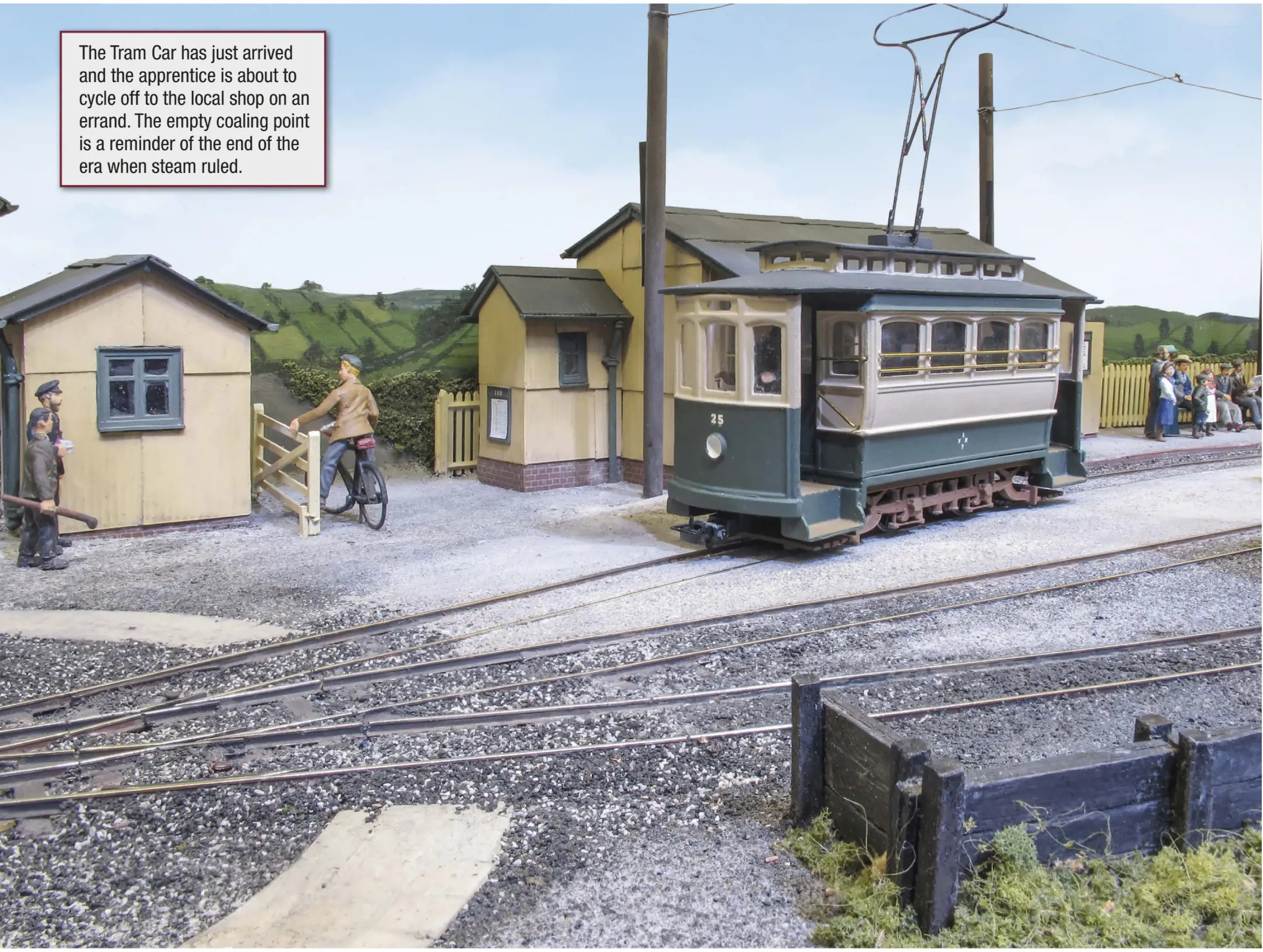




ABOVE: Trams await the departure of the Water Car. Water Cars were used to clean the groove of the tram rails to prevent the build-up of a mix of horse dung and road dust, which could lift the wheels out of contact with the rail and switch off the tram.

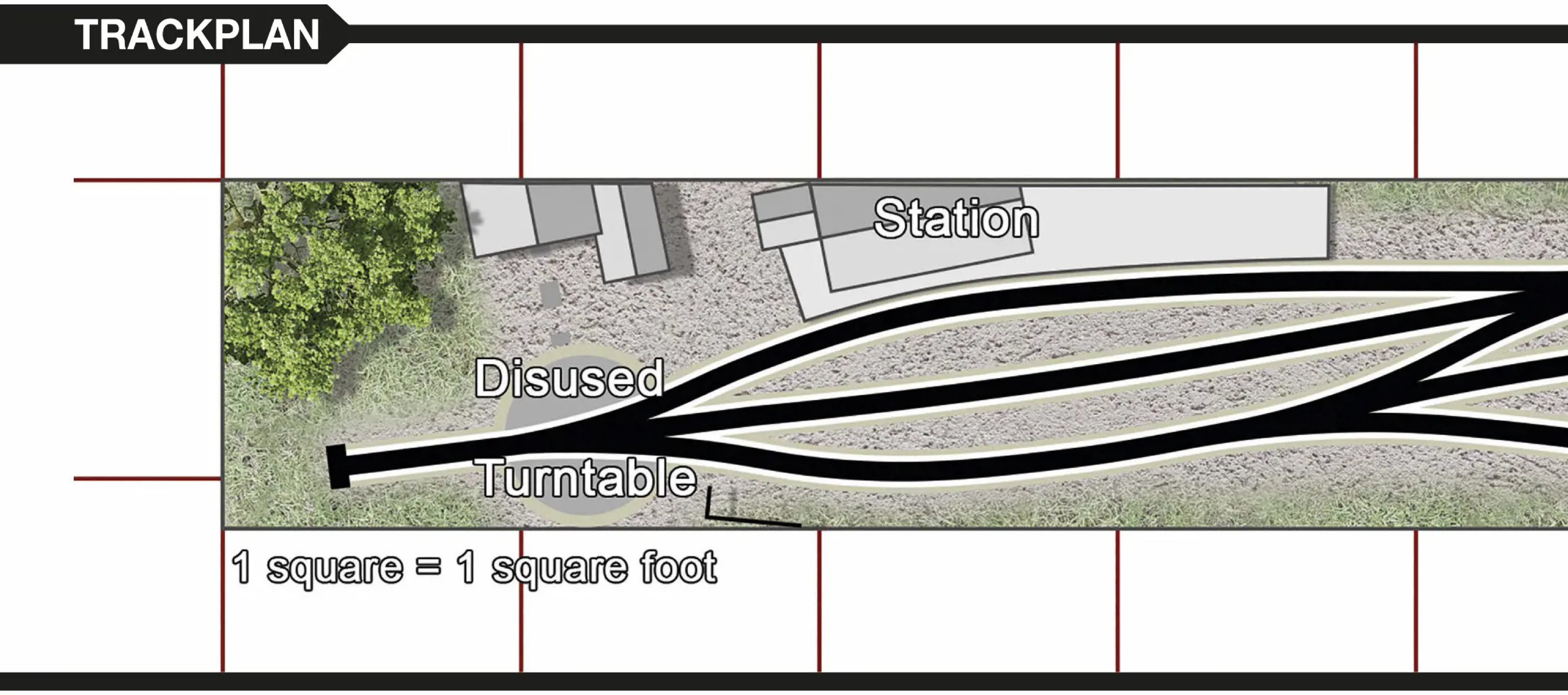
MIDDLE LEFT: One of the remaining Steam Tram Locomotives: a model of one built by Black Hawthorn and Company in 1883.

BOTTOM LEFT: Coal, like the other goods traffic, originates from the GER exchange sidings or the wharfs on the River Lark in Bury St Edmunds. The solitary traction pole in the goods yard is a sign that electrification is soon to spread here.



The Tram Car has just arrived and the apprentice is about to cycle off to the local shop on an errand. The empty coaling point is a reminder of the end of the era when steam ruled.

TRACKPLAN


Station
Disused
Turntable
1 square = 1 square foot

Books Bridge, the southern terminus, with its river, extensive meadows and wooded areas (off stage), has always attracted the townspeople for days out, and with the coming of electrification, there has been a growth in house building along the route. The model depicts the line in the throes of being converted to an electric tramway.

Originally, Books Bridge station had a turntable to access the engine shed and for locos to run round the trains, but now the line is being electrified, the turntable had been removed and a longer headshunt introduced. The Lark Valley Railway, now renamed the Lark Valley Railway and Tramway Company, has kept a few steam tram engines for goods and works trains, as well as passenger trams for the still-to-be-electrified sections of the line.

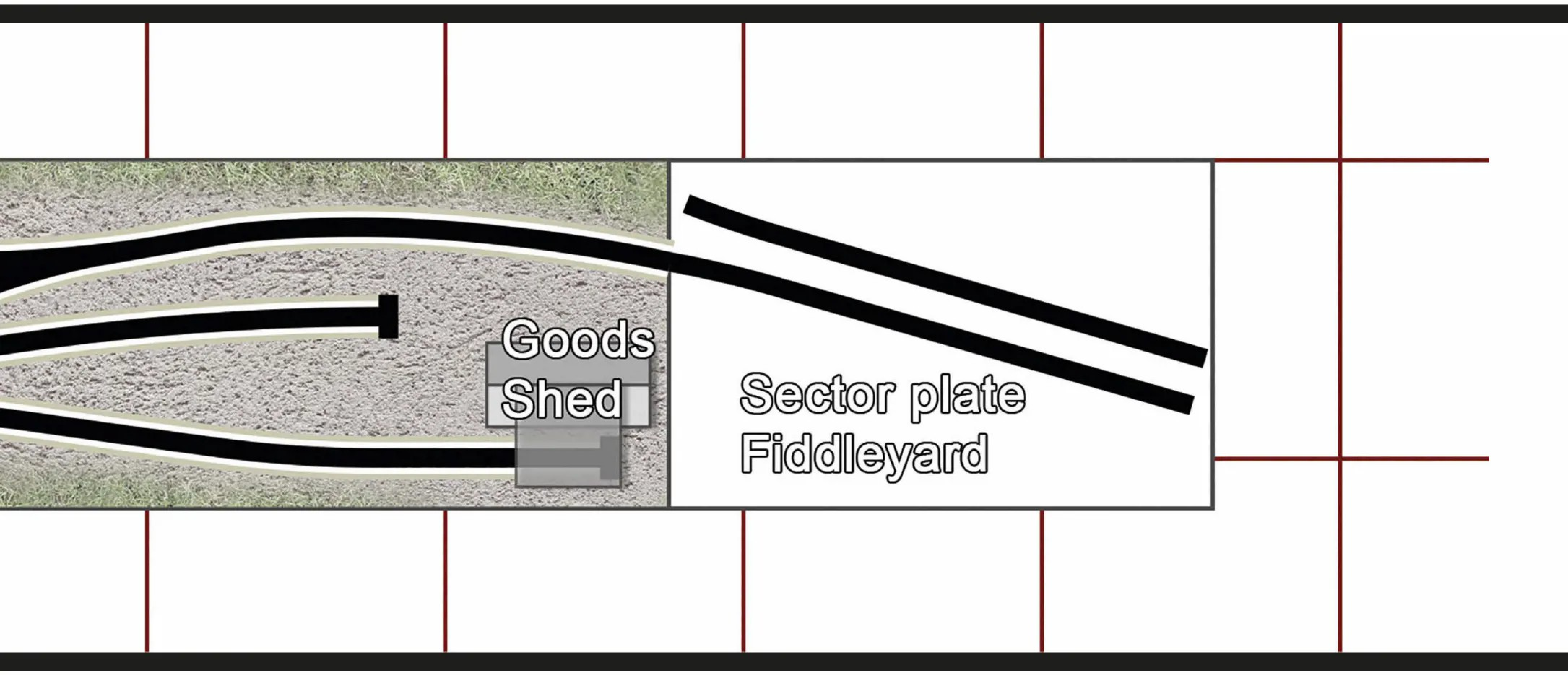
Creating the model

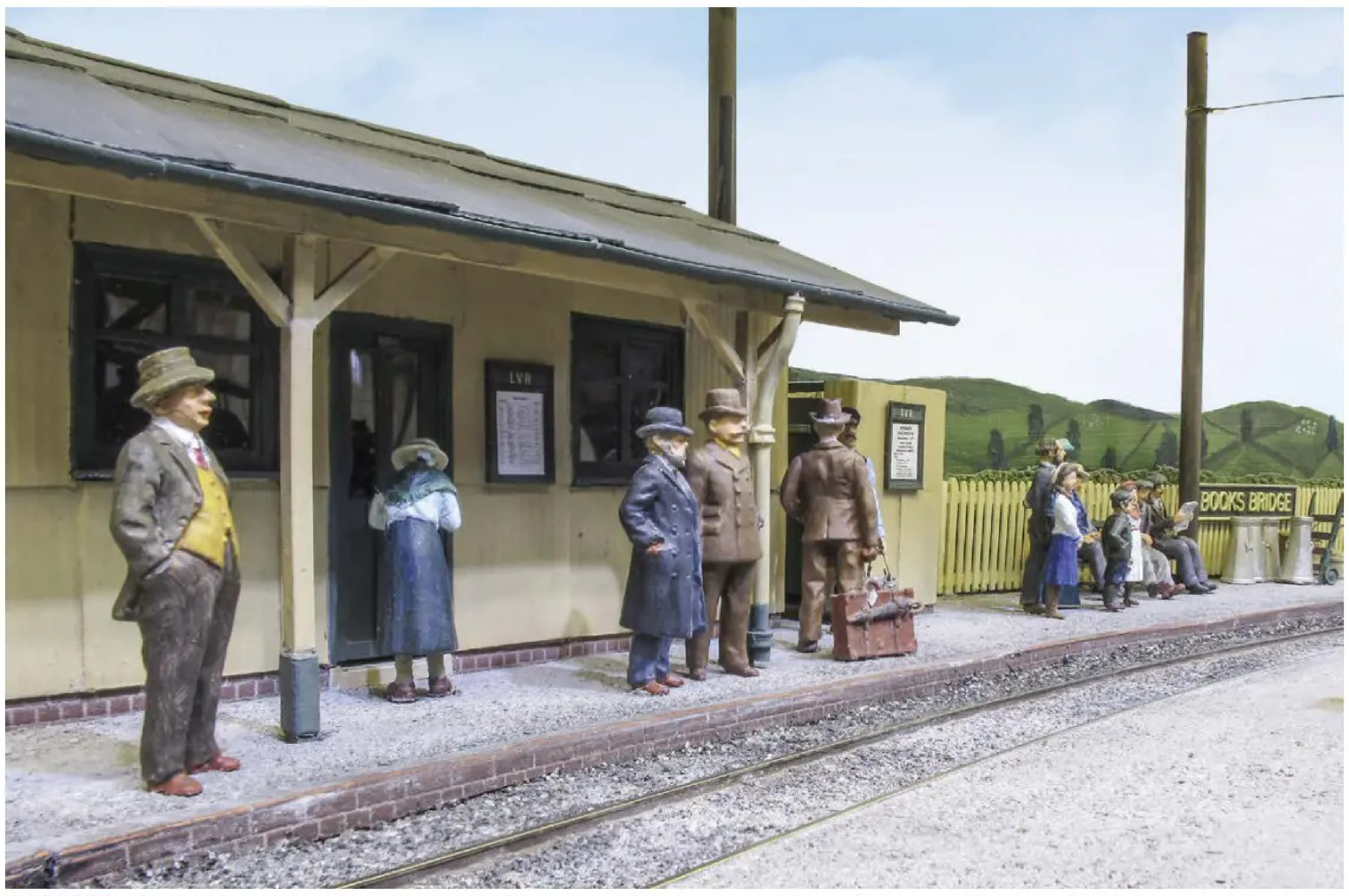
Peco OO-gauge code 75 fine scale track is used, firstly, as space-saving asymmetric 3-way points are available, which I think look better than the symmetrical ones and also the code 75 rail is more in keeping with a lightly-laid narrow-gauge railway rather than usual code 100 rail used for 0/16.6 narrow gauge track made by Peco. The downside of using code 75 rail is that the sleepers had to be buried because of their close spacing. This was no problem, as the track at the Kinver terminus was similarly treated to give a level ground for the passengers. Once I had removed the turntable deck, I handmade a 3-way point to fit the already-laid track.

The trams are controlled using DCC to save on wiring and switches, and the points use Peco point motors and Peco stud contacts to change them. The station buildings are modelled on those of the Tanat Valley Railway, which are in keeping with a rural narrow-gauge railway.

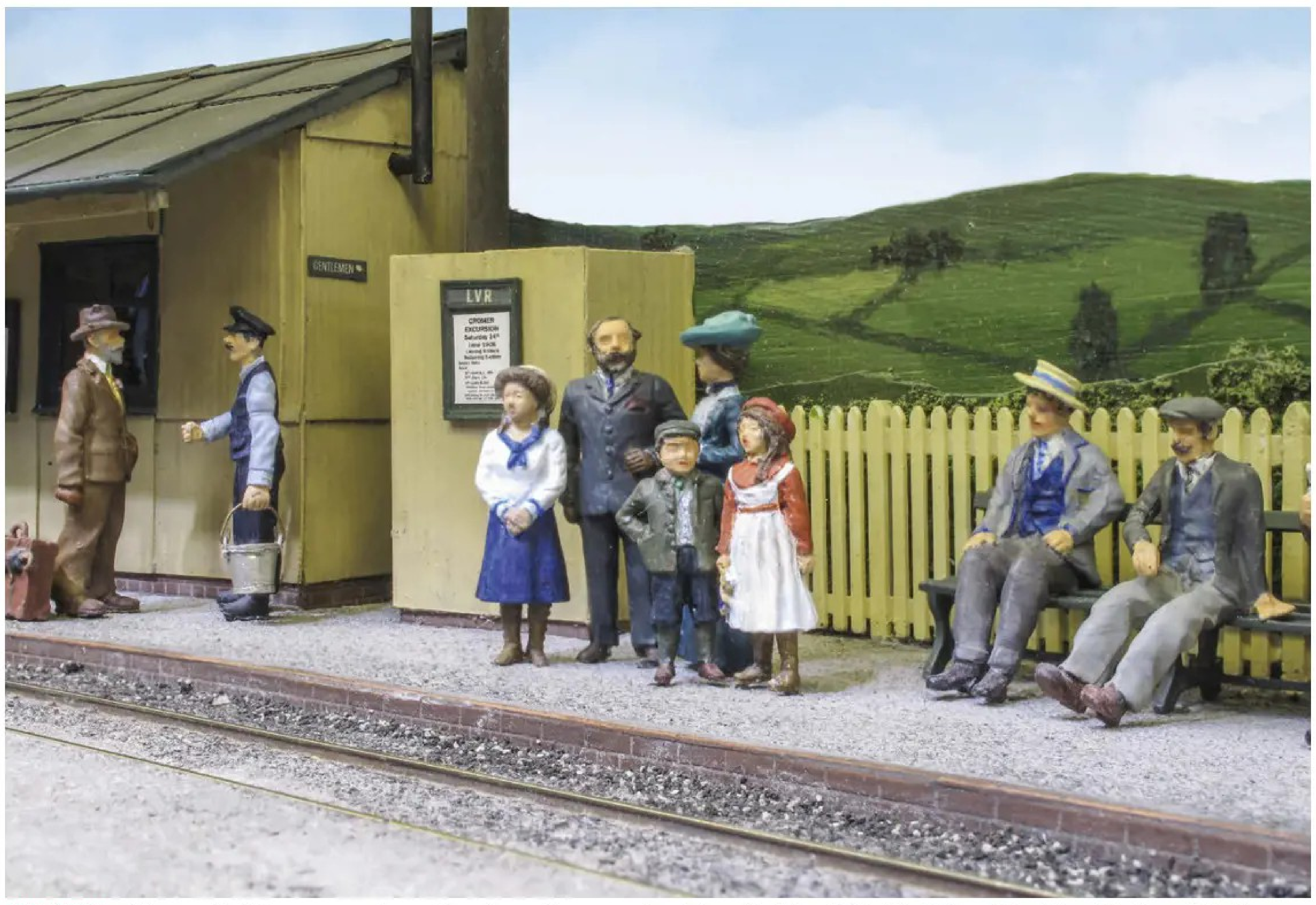
LEFT: In the goods yard, wicker baskets await collection. These were a common sight, and these are made by wrapping a few twisted strands taken from a length of white cotton string and gluing around a card tube.

BELOW: The end of the line, with a view of a picnicking couple in the shade of the tree. The track ballast is still clean, showing how recently the line has been converted to electric traction.

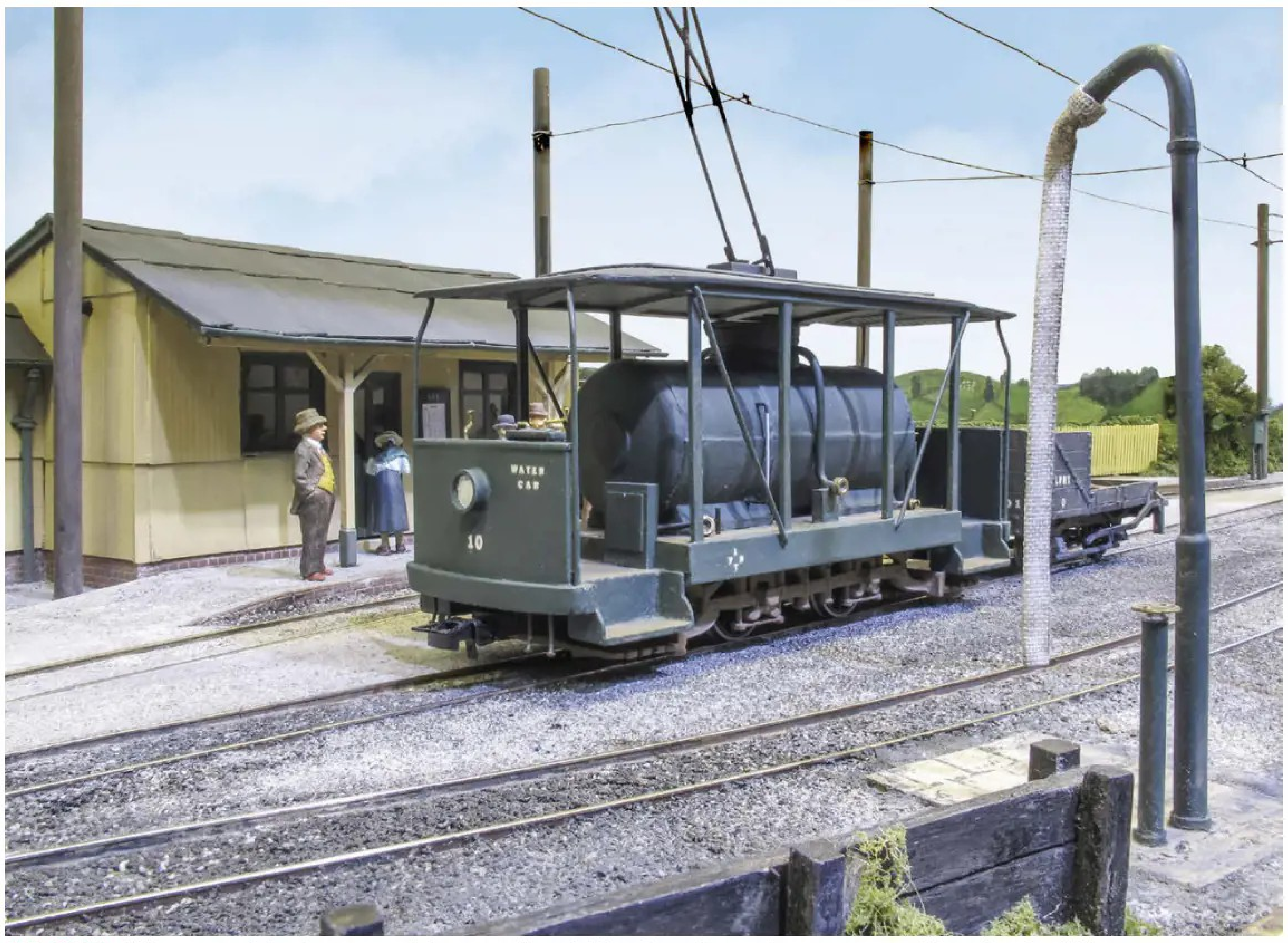




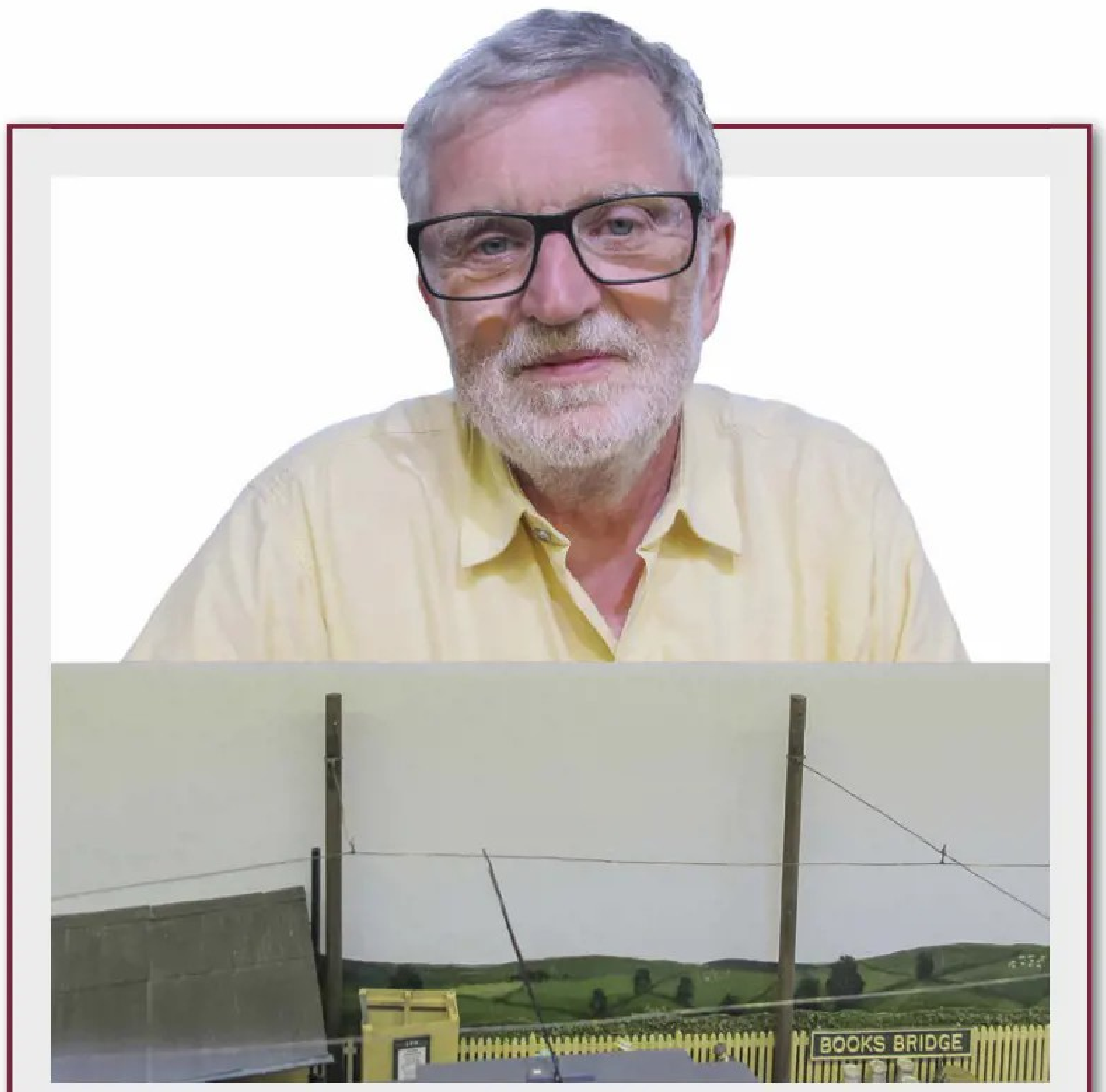
ABOVE: A view along the low platform, a feature not really necessary, but a great help for the ladies to board the tram. The figures are from the S&D Phoenix range or Andrew C Stadden.



ABOVE: You might recognise the family created by E. Nesbit: Bobby, Phyllis, Peter, Mother and Father holidaying in Suffolk.



ABOVE: When not being used to washout the track and suppress the dust of the untarmacked roads, the Water Car was used for other departmental duties.



About the modeller

Name: Stuart Marshall
Age: 74
How many years modelling: 63
Favourite era/region: Too many to list
Favourite locomotive: Doctor Syn of the RH&DR

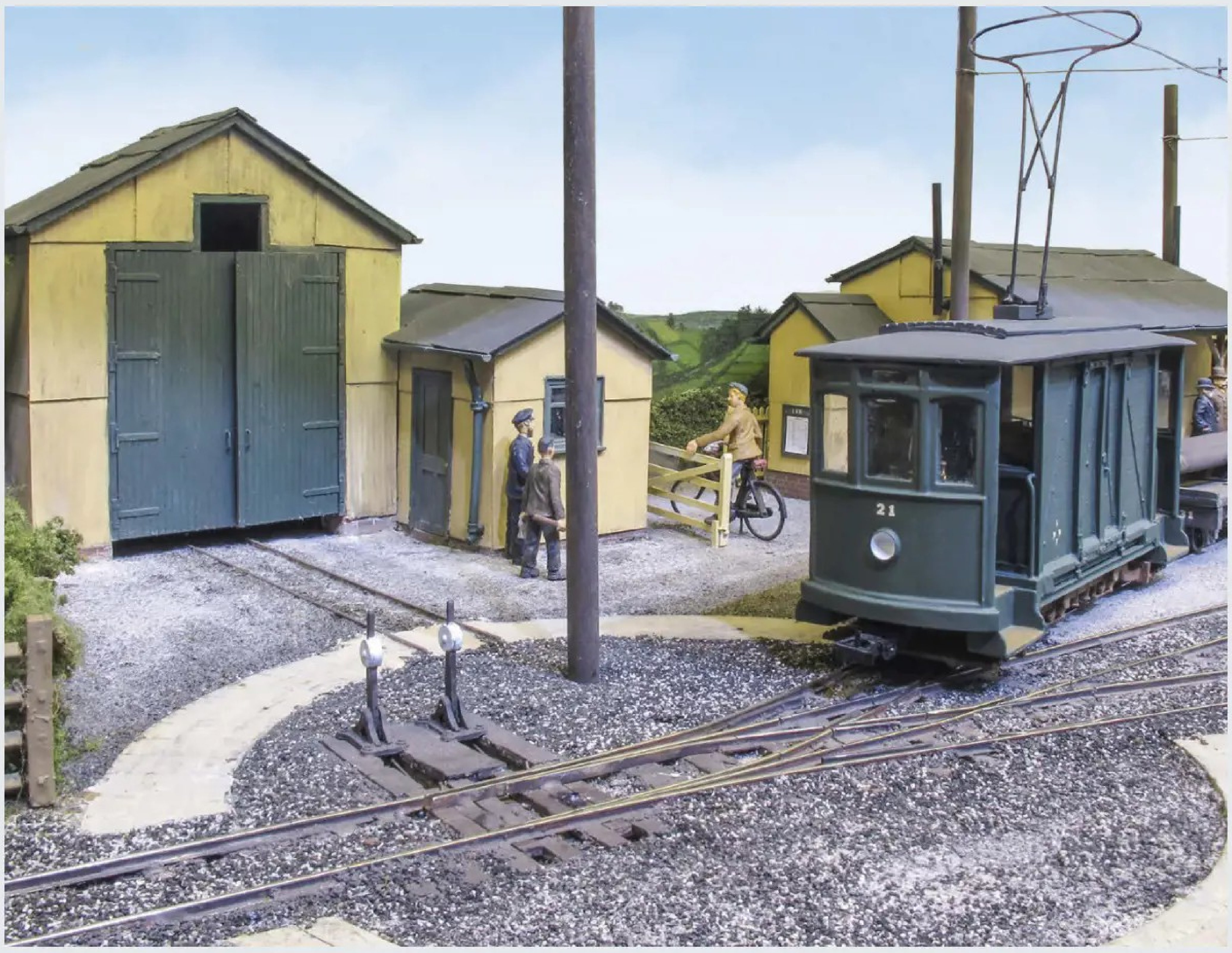
I have been railway modelling on and off for some 63 years, which all started with a Christmas present in 1961. Over time, I have modelled in various gauges - Z, N, 009, OO, EM, O and 016.5. In fact, a previous 00 Gauge layout was featured in the second edition of the BRM. Currently, I am a member of the 7mm Narrow Gauge Association and the Treasurer of the Stevenage and District Model Railway Club. The latter is a bonus, as the club has a very large O gauge layout, where I can run my standard gauge locos and rolling stock, as well as OO and N gauge layouts.

The powered stock comprises 4-wheel demi tram cars, plus a parcels car based on those used on the Manchester and the LCC systems, a water car based on those used in Dublin and a model of a steam tram used on the Alford and Sutton Tramway. Other rolling stock include 4-wheel passenger trailers, a parcels trailer and an assortment of open and flat wagons.

Most of the rolling stock is made from kits supplied by Smallbrook Studios and even the parcels car and water car are kit-bashed from parts from the same source. The trams are powered by chassis supplied by Loconstuff, specially made to fit the trams wheelbase. Bow collectors, made by me, are used, though probably not right for the early Edwardian period in England, but extensively used on the Continent and make for easier operation and still look the part. When running, the bow collectors touch the dummy overhead wire, as I don't like to see a gap between the current collectors and the overhead. Members of the public at exhibitions are intrigued by the bow collectors flipping over by themselves as the tram changes direction.

The traction poles are made from 6mm diameter wooden dowel with the overhead made using 0.8mm brass wire for the arms and 0.4mm brass wire for

> “Members of the public at exhibitions are intrigued by the bow collectors flipping over by themselves as the tram changes direction.”



ABOVE: The Parcel Car is about to negotiate the 3-way point that replaced the turntable. Visible are the filled-in pit and the disused track for the engine shed. The point leavers move with the blades and are a helpful reminder as to which way the point is switched.

the span and traction cable. Droppers are brass pins soldered in place using a high-temperature solder, which allows the traction cable to be soldered to it using detailing solder without everything falling apart.

Operationally, it might seem boring having trams running back and forth, but it keeps me occupied, especially if I run the layout as if it were a busy Bank Holiday or Fair Day. On these occasions, anything that could carry passengers would be in use, including old steam tram passenger cars towed by the electric trams or steam tram locomotives, which would necessitate running round and with the odd goods, and the occasional works train, makes for some interesting running.

Looking ahead

What’s next? Well, I am just finishing a small O-16.5 harbour layout (1250mm x 360mm plus fiddle yard), which sits on my bureau as a stop-gap while I decide what to do. Which is a problem as I have in mind something completely different and I'm currently doing research for a railway based on Roland Emmett’s drawings before making a final decision. ■

The POOs

By David Ratcliffe

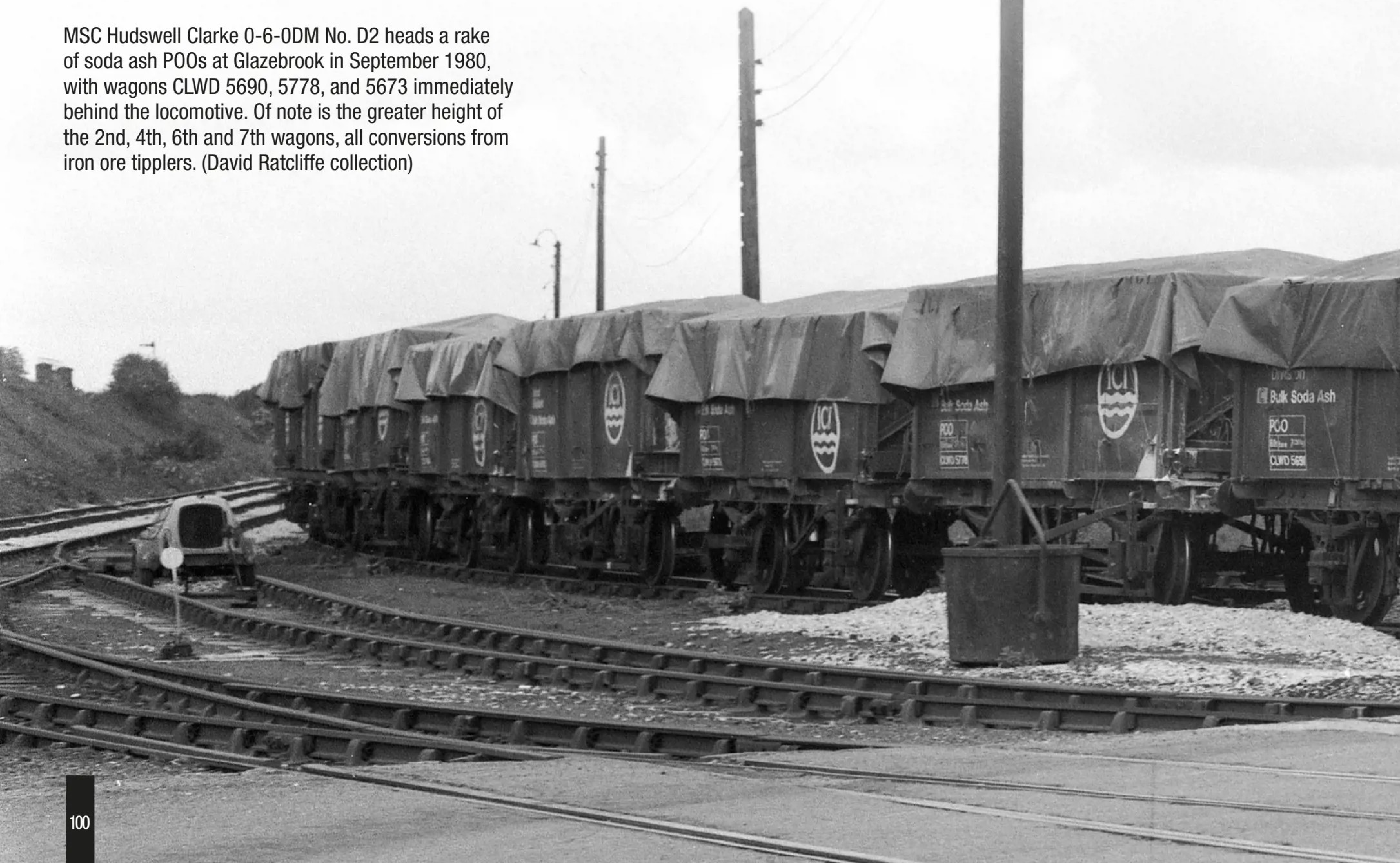
Commonly known as soda ash, sodium carbonate ($Na2Co3$) is a white powder widely used by the glass, detergent, textile and chemical industries. In Britain, its principal manufacture was at the various Imperial Chemical Company (ICI) works around Northwich, with the company making considerable use of rail in its distribution to customers across Britain.

In 1969, ICI won a contract to supply soda ash to customers in South Africa and the Far East, but while the small vessels then in use to carry exports to Ireland could negotiate the narrow Weaver Navigation, and so access the wharf alongside ICI's Wallerscote Works, the larger ships required for the new ocean-going traffic had to be loaded at Partington North Side on the Manchester Ship Canal. Here, one of the existing wagon end-tipplers, previously employed for coal traffic, was then dedicated to soda ash but this necessitated the use of unfitted rail wagons no bigger than the existing 16-ton Minerals for the new flow.

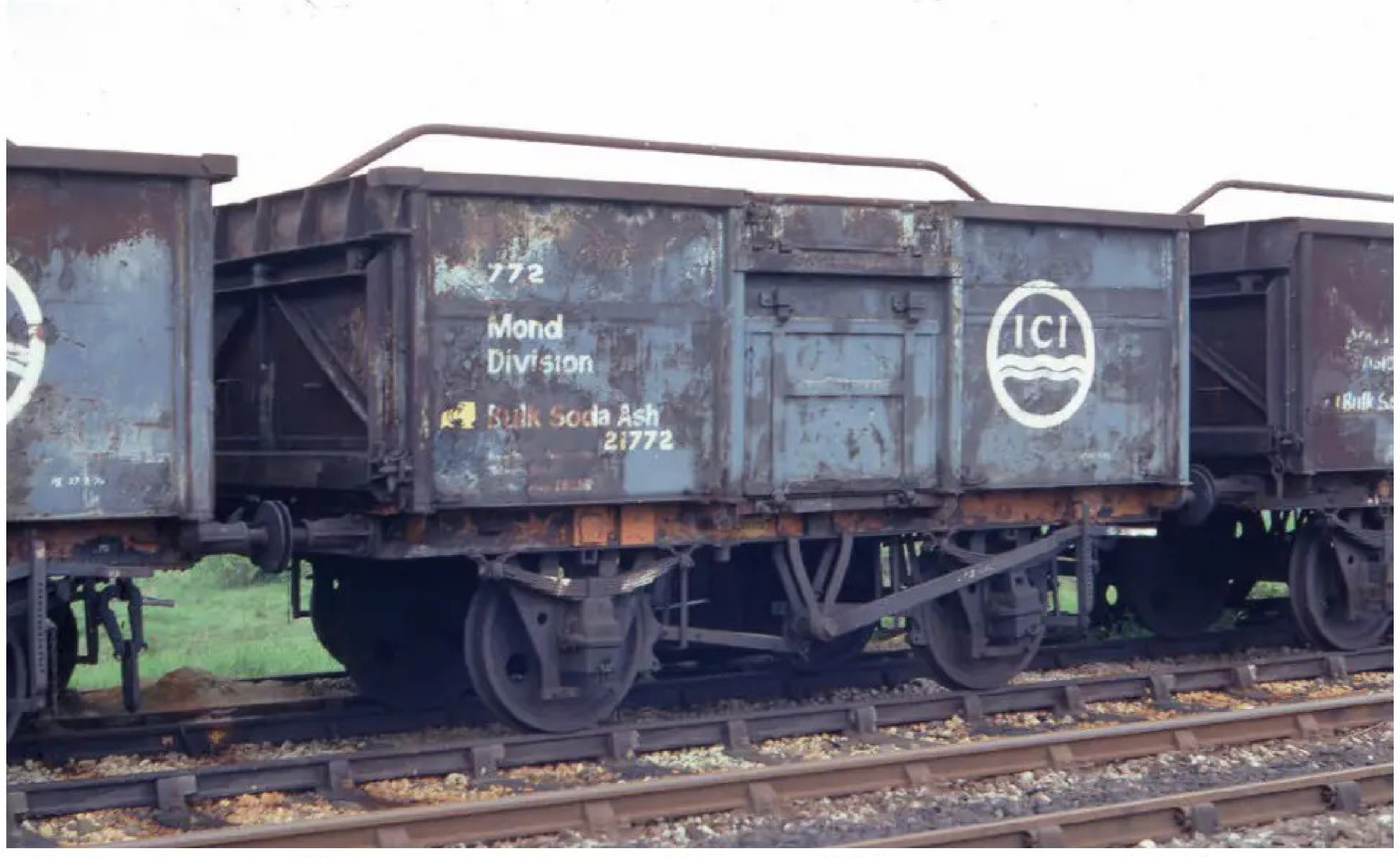
Consequently, between December 1969 and December 1970, a fleet of 120 ex-BR 16-ton Mineral wagons, which had been acquired by the Standard Wagon Co., were converted to handle soda ash. This work, which was undertaken at ICI Mond Division's Avenue Workshops in Northwich, involved sealing the wagons side doors and, since soda ash requires protection from the elements, the fitting of a sheet bar to support a plastic sheet cover. The wagons were also renumbered in the 652 to 801 range and repainted in ICI Mond Division 'Transport Blue' livery with orange solebars, white lettering and ICI roundels, while the running gear, usually comprising Morton double-shoe independent brakes, was black. As the wagons were unloaded via their end door at Partington, some also required the fitting of new top door hinges.

As soda ash exports through Partington increased, a further one hundred 16-ton Minerals were converted between November 1971 and March 1972, this time by C.C. Crump of Connahs Quay. In addition to the fitting of a sheet bar, this second batch had their side doors replaced by plain welded steel panels. Livery was as previous, with the Crump conversions being numbered 900 to 999. In 1975, following the introduction of BR's TOPS computer system, all the wagons were given new numbers: those on hire from Standard Wagon being allocated SRW 21652-801 and those hired from Crumps CCC 5500-99. They were also coded POO, signifying a privately owned, unfitted open wagon.

However, the following year the SRW wagons went off hire to be replaced by a third batch of 120 POOs, of which, in contrast to the earlier vehicles, some 117 were modified from ex-BR 27-ton iron ore tipplers. In order to be unloaded at Partington, the door-less 27 tonners had an end door fitted at one end, together with the usual sheet bar, as well as a repaint into ICI Mond livery. Completed by Crumps between October 1975 and July 1976, this third batch was numbered CLWD 5700-5819, the prefix standing for the Clwyd Wagon Co., the wagon leasing arm of C.C. Crumps, while at around the same time the earlier Crump conversions were renumbered as CLWD 5600-99.



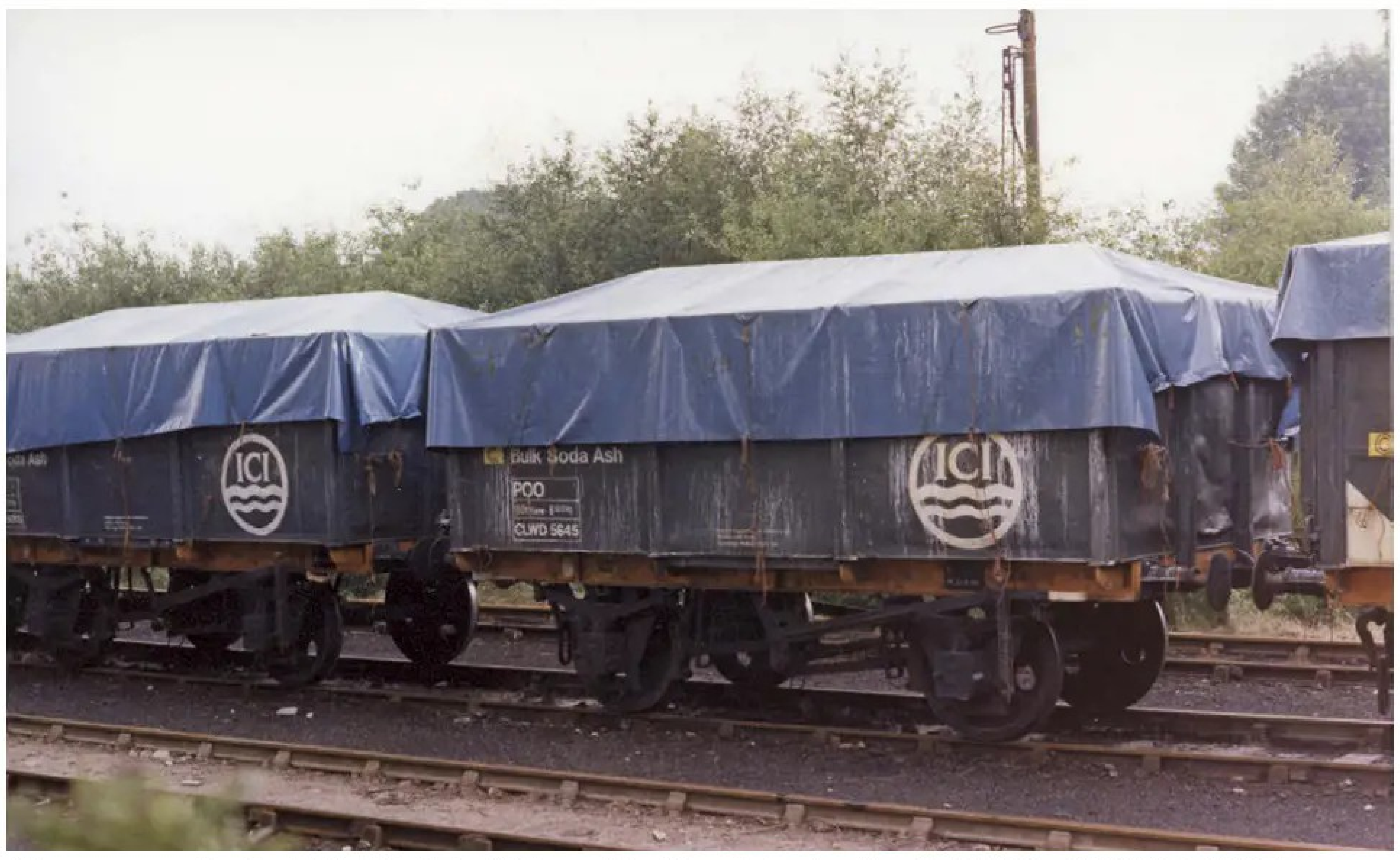
MSC Hudswell Clarke 0-6-0DM No. D2 heads a rake of soda ash POOs at Glazebrook in September 1980, with wagons CLWD 5690, 5778, and 5673 immediately behind the locomotive. Of note is the greater height of the 2nd, 4th, 6th and 7th wagons, all conversions from iron ore tipplers. (David Ratcliffe collection)

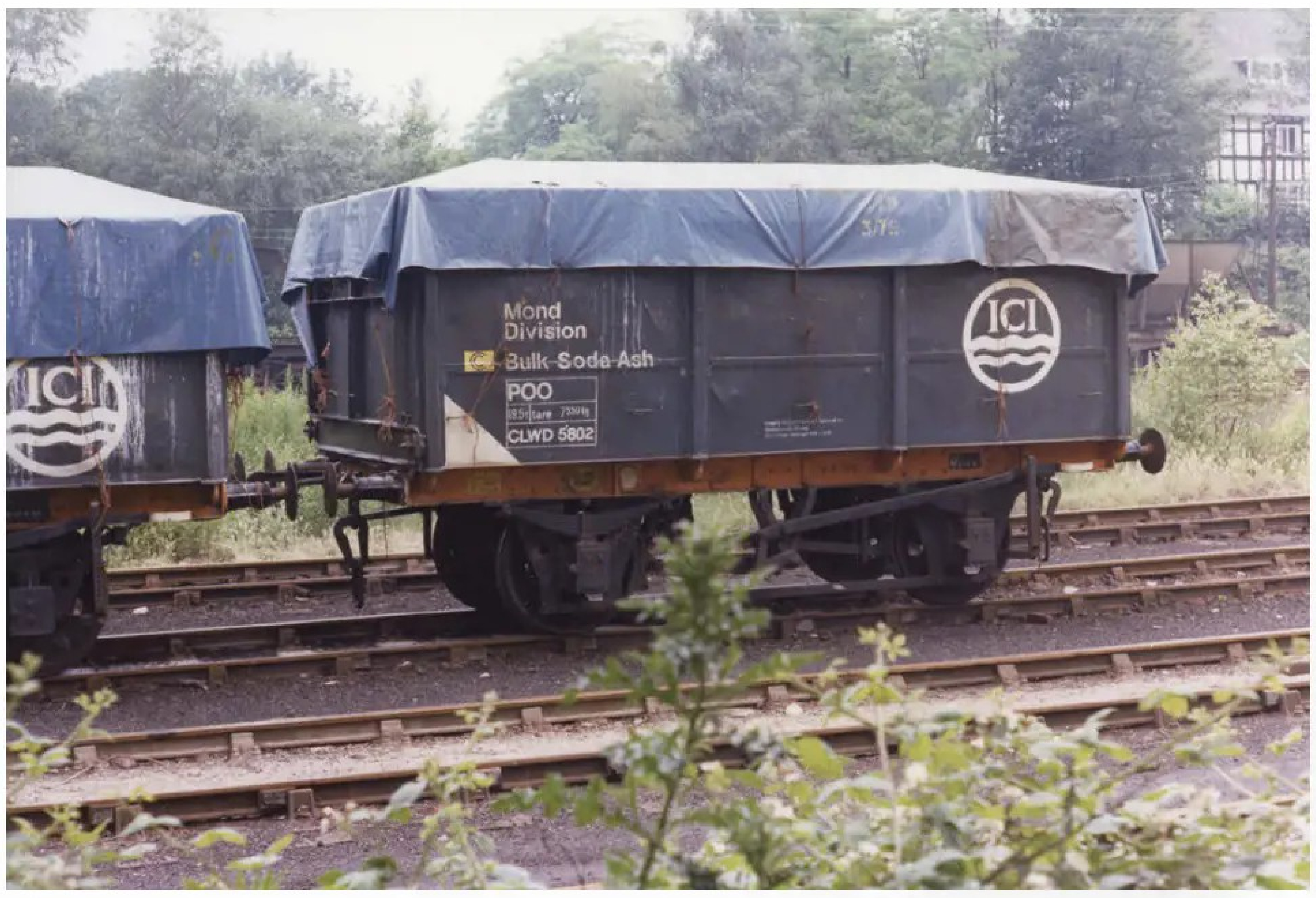

Introduction of TOPS saw the Standard Wagon POOs renumbered in the range SRW 21652-801, although none appears to have carried the SRW prefix. A faded No. 21772 is seen when stored out of use at Reddish South in May 1979. (Trevor Mann)

For the next five years, the CLWD POOs continued to work from Northwich to Partington, running in block train formations of 20 wagons with a brake van marshalled at both ends to facilitate the reversal en route at Skelton Jn. The trains were diagrammed for Class 40 haulage over BR, while after arrival at Glazebrook Jn., the wagons would be worked forward to the canal side by one of the Manchester Ship Canal Co. locomotives based at their Partington shed. Once they reached Partington North Side, gravity was utilised to roll the POOs, one at a time, on and off the end-door tippler.

If it is not stored properly, soda ash is prone to cake and deteriorates, and so on the occasions when there were three or four full wagons still to hand at Partington once a ship had been loaded, they would be returned to BR at Glazebrook Jn. for onward conveyance to the Pilkington glass works at St. Helens.

In 1973, at the height of the traffic, over 125,000 tons of soda ash was railed to Partington, but in subsequent years, tonnages declined in the face of foreign competition and the last use of the POOs came in December 1980. ■


Also recorded at Oakleigh Sdgs, Northwich, in April 1980, CLWD 5645 was a former 16-ton Mineral converted for soda ash traffic in 1971. The POOs converted by Crumps received a more durable paint finish than those modified earlier at Northwich. (Trevor Mann collection)


CLWD 5802, one of the POO converted from an iron ore tippler, pictured at Oakleigh Sdgs, Northwich, in April 1980. This batch had a white triangle on the side, denoting the end with the door. (Trevor Mann collection)

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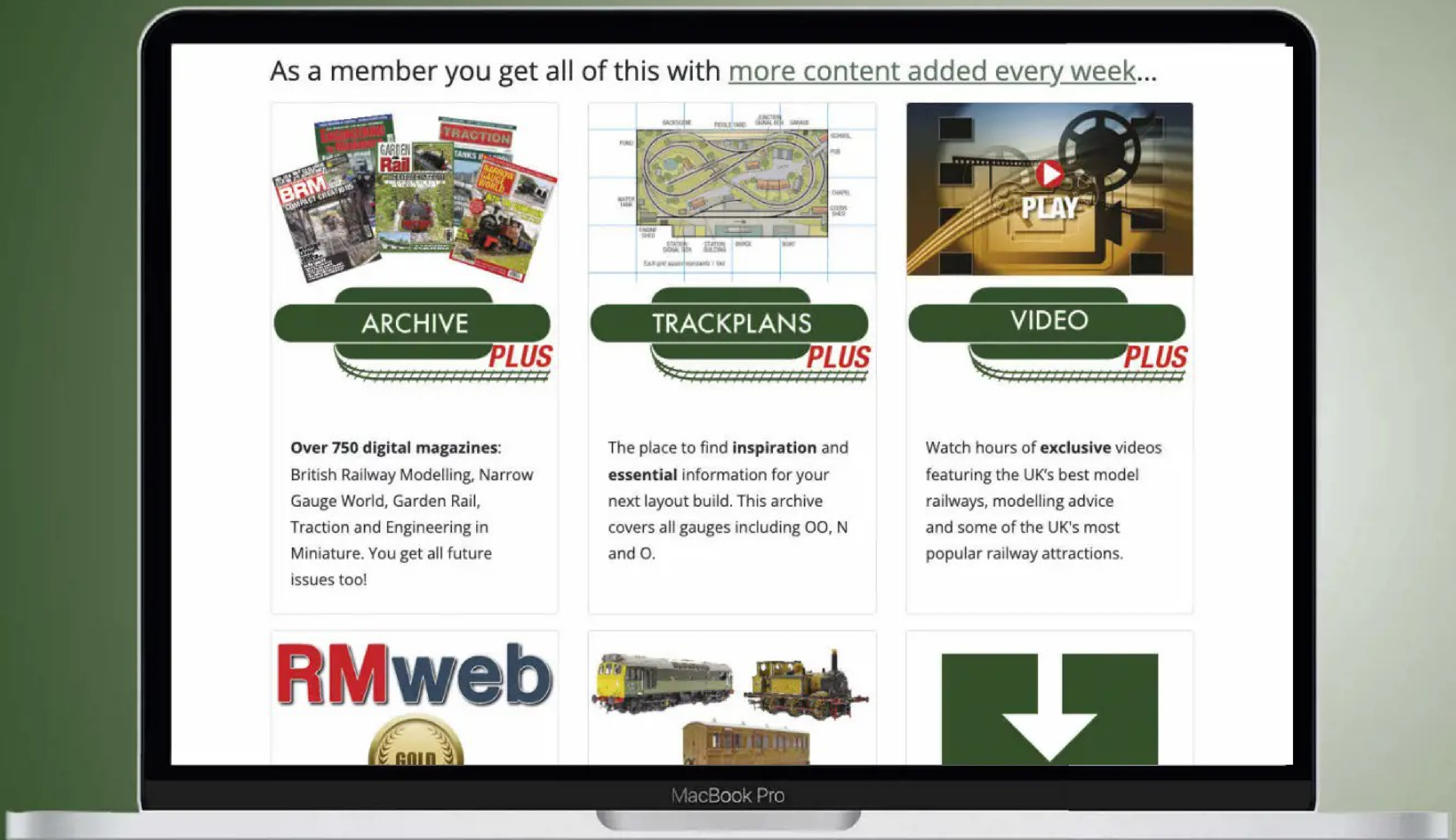

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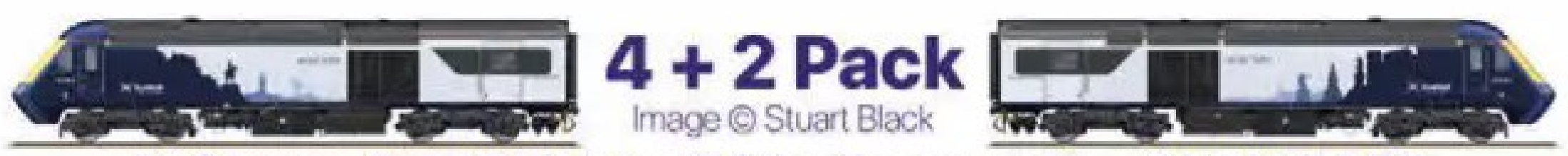

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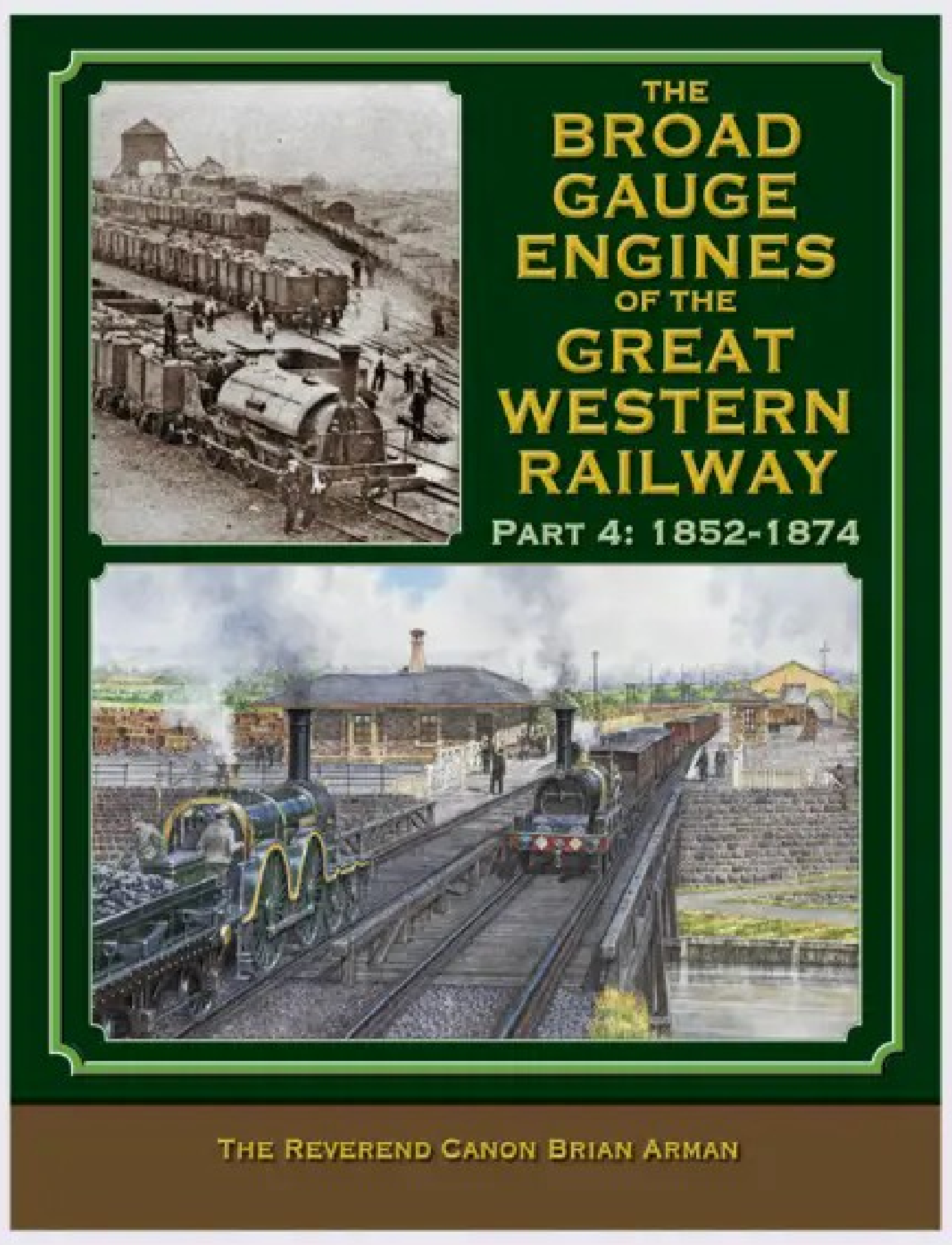
THE BROAD GAUGE ENGINES OF THE GREAT WESTERN RAILWAY
PART 4: 1852-1874
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THE BROAD GAUGE ENGINES OF THE GREAT WESTERN RAILWAY

PART 4: 1852-1874

THE REVEREND CANON BRIAN ARMAN

Part 4 of this series covers the period 1852-1874, which was one both of development and turbulence. During this time, the GWR's broad gauge mileage grew to its greatest extent and then rapidly withered, so that by the autumn of 1874, with the exception of a few short branch lines, it remained only on the 'mixed gauge' main line between London and Bristol, acting as a link with the then still independent broad gauge railways of the South West of England. All taken over or worked by the GWR by 1878, the locomotives of these will be studied in the next part of this series. In this same period, Daniel Gooch introduced some of his most successful broad gauge classes yet, in 1855, the firm of Beyer, Peacock & Co. also built his first design of standard gauge express engines. Gooch resigned, acrimoniously, in 1864, only to be reappointed Chairman of the GWR in 1865. Meanwhile, his successor as Locomotive, Carriage & Wagon Superintendent, Joseph Armstrong, had to grapple with the decline of the broad gauge alongside the need to provide increased manufacturing and repair facilities for engines, carriages and wagons. This he achieved, with the significant enlargement of Swindon Works between 1864 and his untimely death in 1877. This then is the history of the engines constructed during this period, along with the development of the workshops at Swindon where so many of them were built, and also the expansion of New Swindon, where the workforce lived. It is, too, the stories of those men who took over the mantle of Isambard Kingdom Brunel, whose great vision acted as the motivation of them all.

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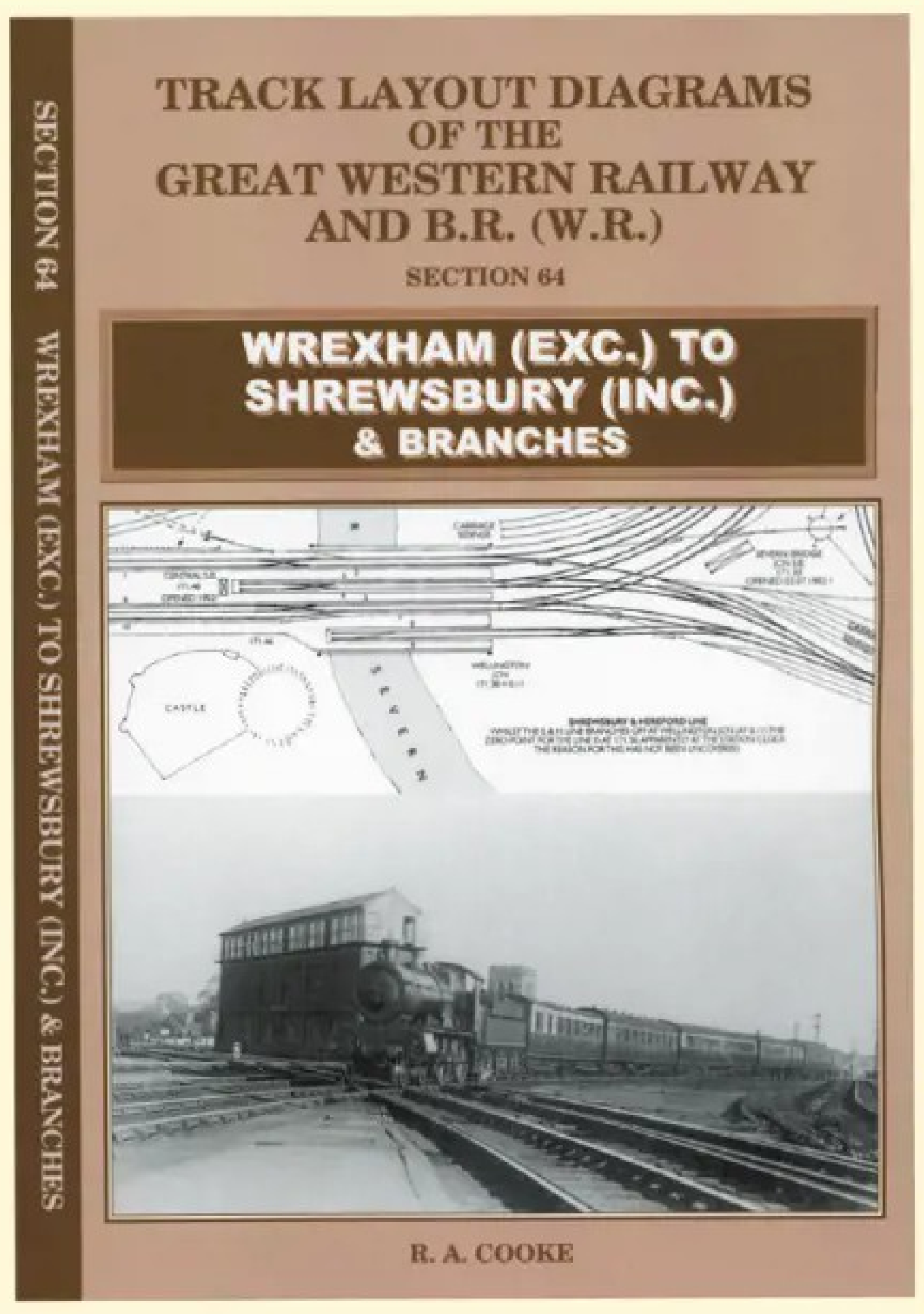
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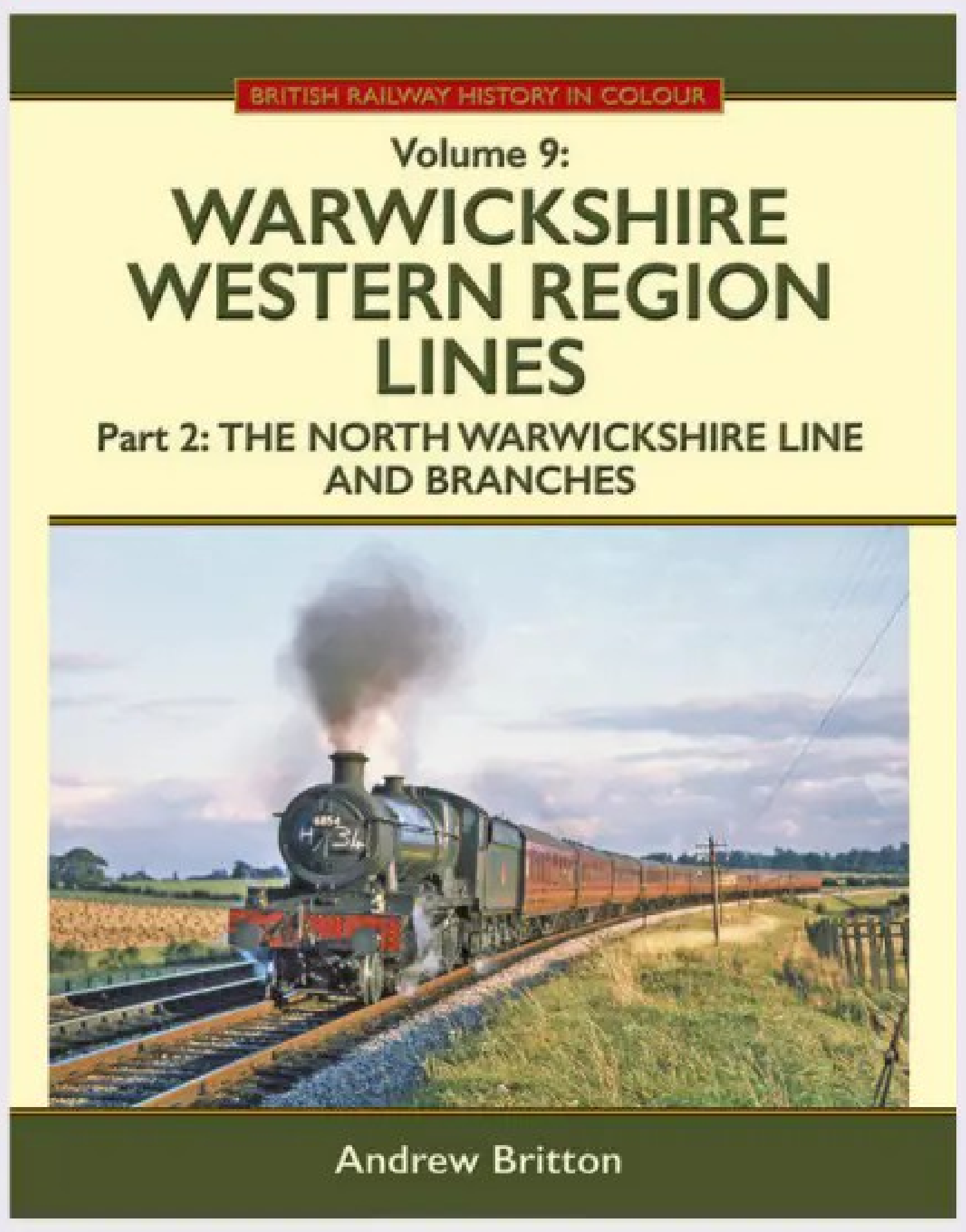
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Andrew Britton

BRITISH RAILWAY HISTORY IN COLOUR Volume 9:

WARWICKSHIRE WESTERN REGION LINES Part 2:

THE NORTH WARWICKSHIRE LINE AND BRANCHES Andrew Britton

The North Warwickshire Line, between Tyseley Junction and Bearley Junction, where it joined the line from Hatton to Stratford-upon-Avon, was opened for traffic in 1908. At Stratford, it joined the newly doubled 'branch' from Honeybourne, the doubling having been carried out in conjunction with the GWR's other new main line between Cheltenham and Honeybourne. As such, this new route from Cheltenham to Birmingham was to be the last main line opened in Britain, up until the completion of the first section of High Speed 1 in 2003. It gave the GWR a fast competing route to the Midland's main line between Cheltenham and Birmingham, via the Lickey Incline, always something of a bottleneck in steam days with many ascending trains needing banking assistance. However, the GWR North Warwickshire Line also required the use of banking and pilot engines between Stratford and Wilmcote, and often on to the summit of the route at Earlswood Lakes. British Railways closed the route south of Stratford in 1976, following an accident which damaged the track at Winchcombe, but the line had been run down for many years prior to that. South of Stratford the track was eventually ripped up, although a two-mile stub remains at Honeybourne serving the old MoD depot at Long Marston, which is now a Rail Innovation Centre. North of Stratford, however, has fared much better, the only loss since GWR days being that of the Alcester Branch, the last section of which was closed in 1951. Bearley Junction to Hatton has been singled but remains in use, whilst the North Warwickshire Line, of which Stratford is the terminus, survived run down and two closure attempts, but is now thriving. Moor Street, the new station opened by the GWR in 1908 to serve the line, has also risen like a phoenix after being closed in 1987, with its original GWR buildings now beautifully restored to use. Although largely a commuter route today, the North Warwickshire has been given something of a heritage makeover and many of the stations retain their GWR architecture. However, within these pages, author Andrew Britton takes us back to a time when they were still in all their glory, during the the final decade of WR steam – when heavy freight trains, summer Saturday holiday expresses and local 'stoppers' all intermingled – and into the early years of dieselisation, with DMUs taking over many North Warwickshire Line services from the late 1950s. All set against a backdrop of the land of William Shakespeare, amidst what was still then wonderfully unspoilt Middle England countryside and all in glorious colour!

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COVERED IN THIS VOLUME: Honeybourne to Stratford-upon-Avon // Stratford-upon-Avon to Hatton // Bearley Junction to Alcester // The North Warwickshire Line – Bearley Junction to Tyseley // Birmingham Moor Street // Return to Snow Hill – Trainspotters Paradise 1956-67

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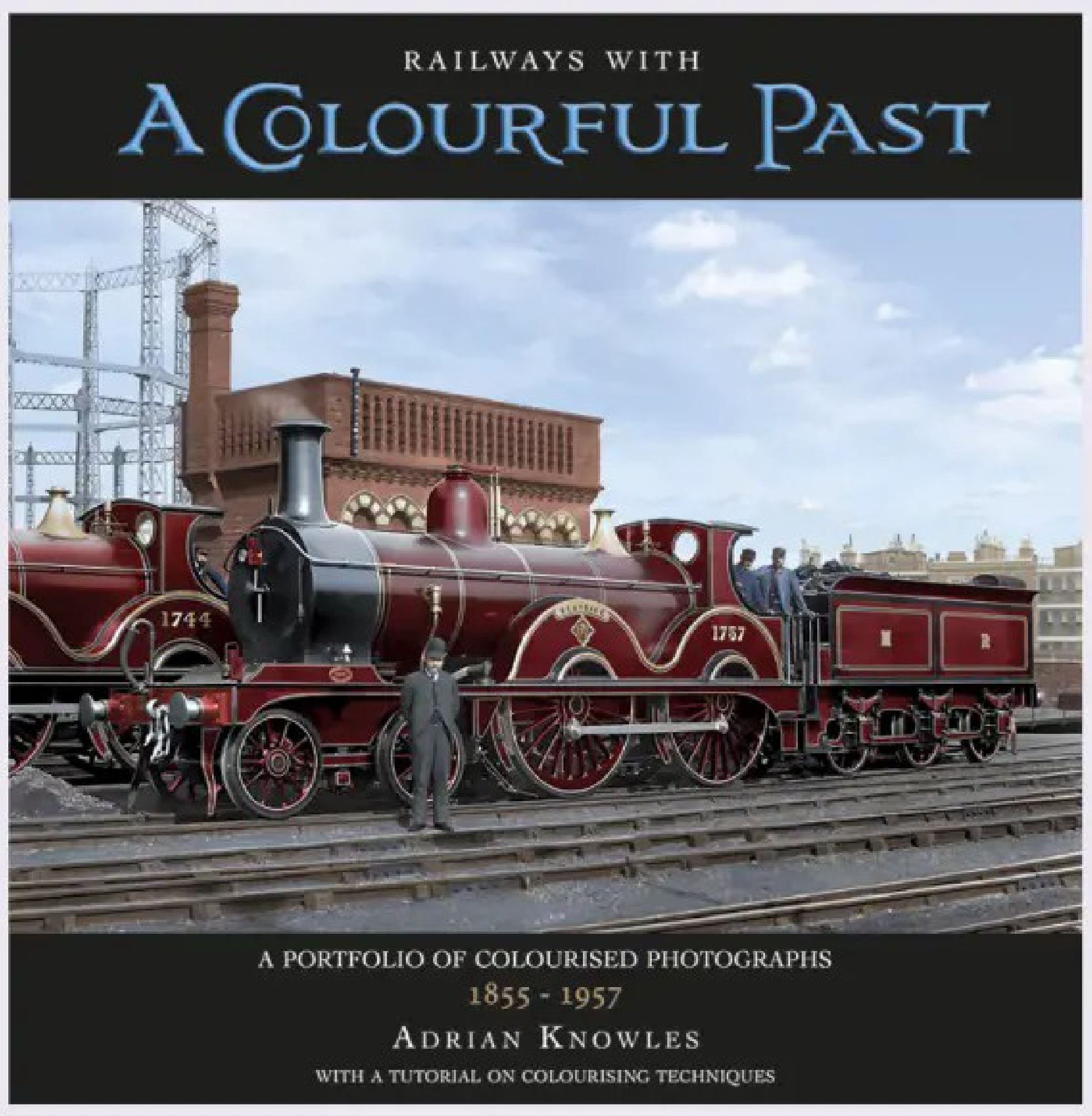
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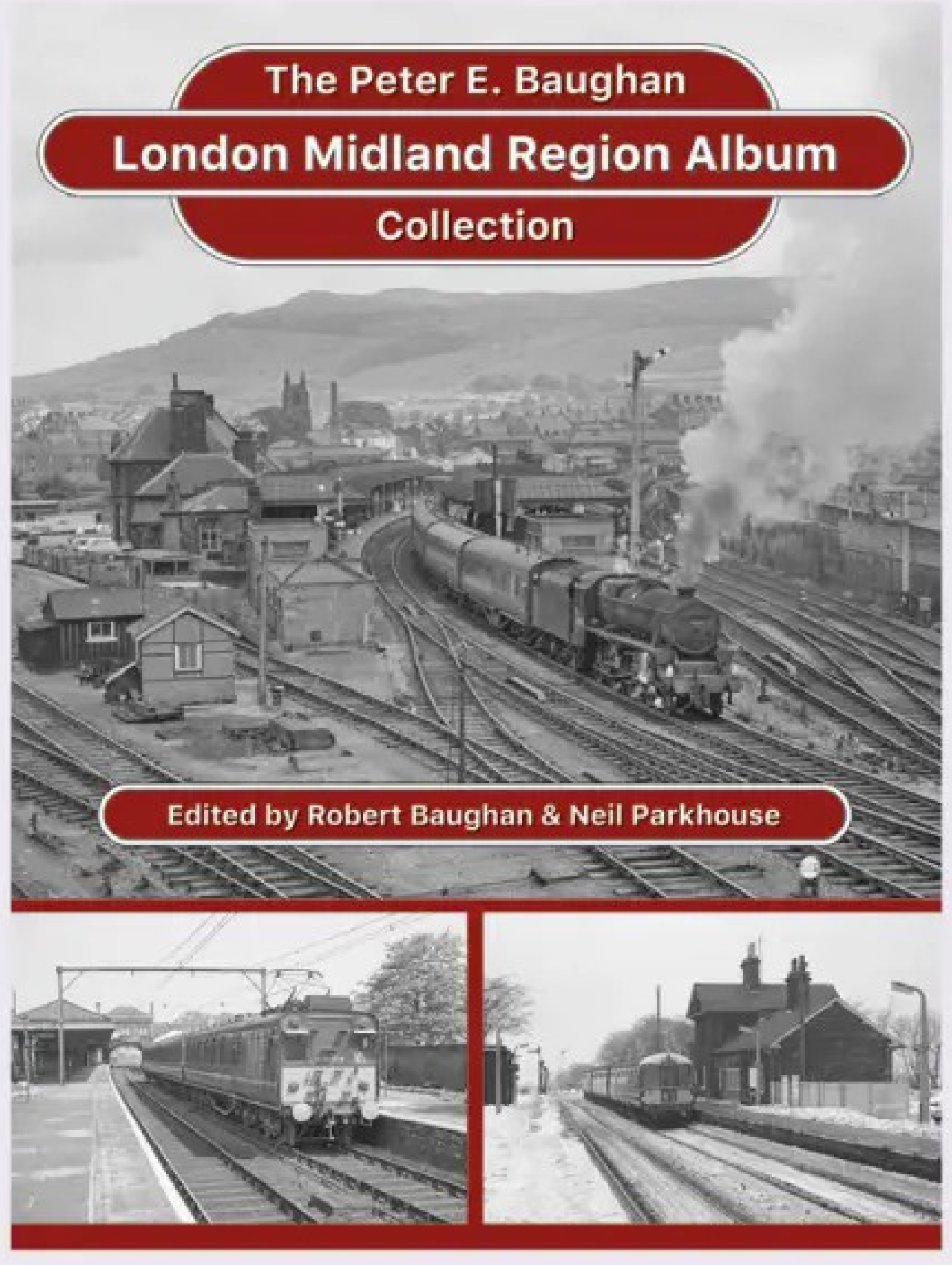
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Peter Baughan started working in the Parliamentary Department of the Chief Civil Engineer, London Midland Region of British Railways, at Euston in 1960. This entitled him to a First Class pass on all regions of BR and thus an opportunity to photograph the railway whilst doing inspections as part of his job. He was fortunate to be working at Euston, a short distance from the famous Doric Arch before it was controversially demolished in 1961, as part of the modernisation of the station. Starting at Euston, this photographic journey around the former LMR takes us up to the Midlands and then on to the North East, the North West and finally across North Wales to finish at Holyhead. On the way, the pictures of Stephenson's Britannia Tubular Bridge over the Menai Strait were taken just days before it was destroyed by fire. The photographs document the huge transition in the rail industry through the 1960s and '70s, as the post-war modernisation programme began to take effect alongside the rationalisation of the network. Steam was disappearing as diesel and electric traction took over, whilst various of the lines covered within these pages, particularly the branches and secondary routes, were closing. Many of the stations depicted have gone, whilst those that have survived are mostly shadows of their former selves. The sweeping away of so much railway architecture was distressing, a fact emphasised by this photographic selection, the majority of which have never been published before.

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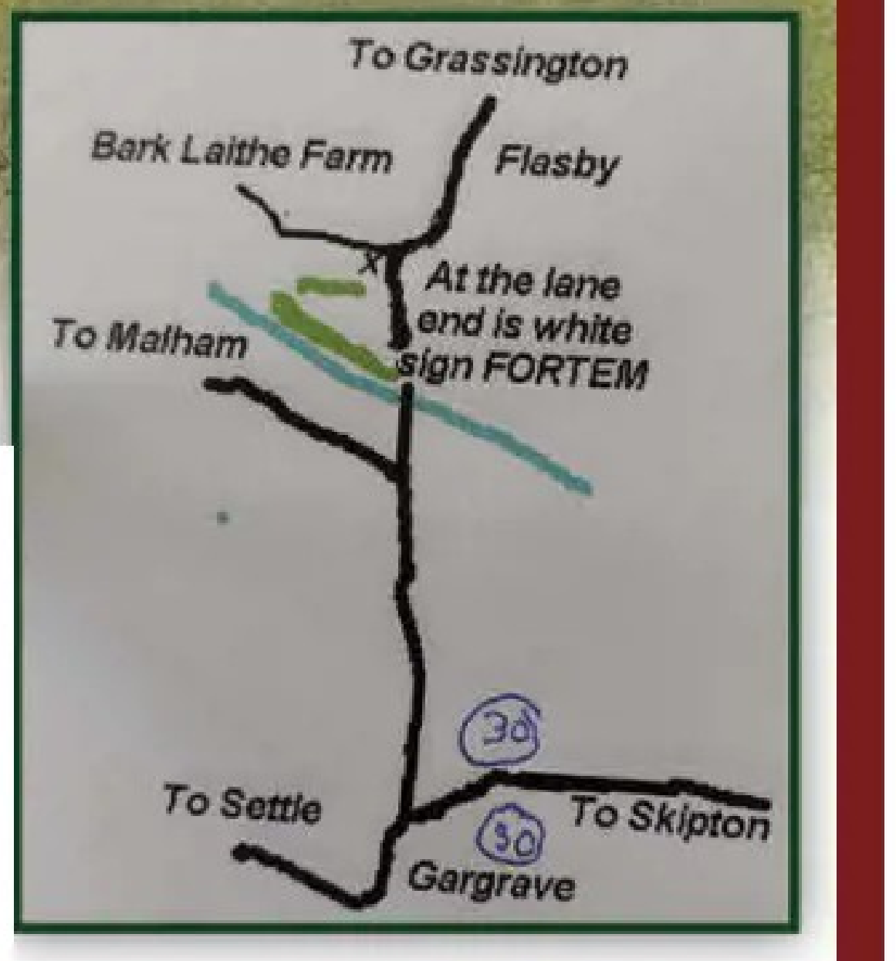

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We are also pleased to announce that we are re-introducing the 3 GWR bogie clerestory coaches in 4mm scale, ref no 4C08 Dia C10, 4C09 Dia E37 and 4C015 Dia D14. Apart from the bogies which are now white metal castings they are to the original specification with all the fittings in lost wax cast brass, (Note wheels are not included) **Price per kit £57.50 + VAT**

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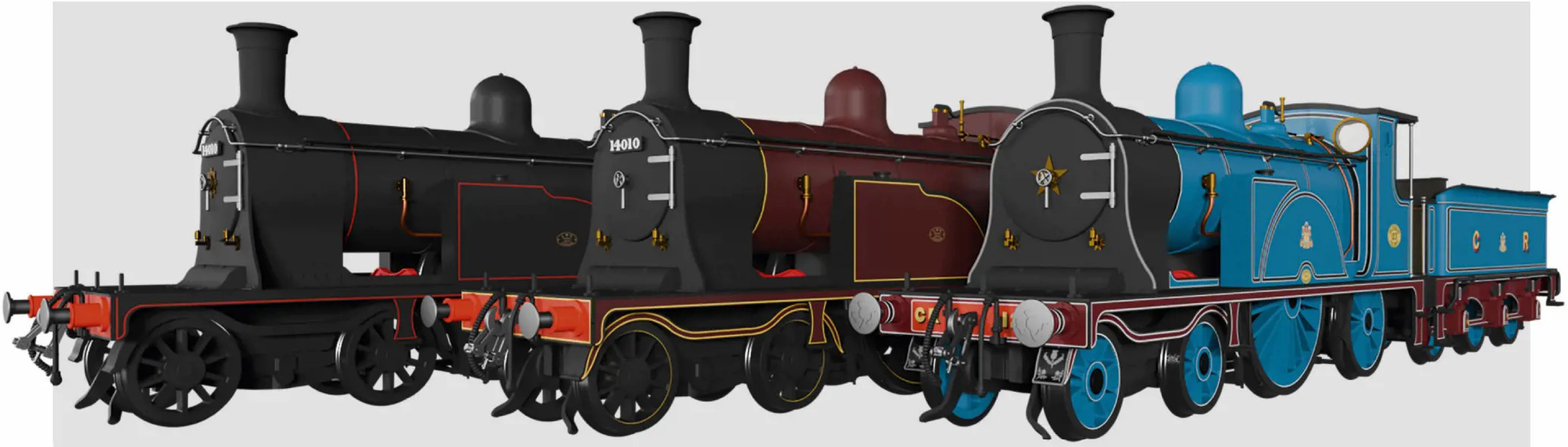


New Caledonian Railway Single No.123 from Rapido

Rapido Trains UK has revealed its second OO Scottish celebrity locomotive; the Caledonian Single No.123.

The Rapido Trains rendition of CR No.123 will be available in its post-1927 rebuilt condition. You can choose from the Caledonian Livery (Railtour Condition), both LMS liveries, and a sleek 'What if' BR Lined Early Crest variant.

The Caledonian Blue models will include prototypical front buffers with embellished thistles.

Features of the new model include a smooth-running mechanism, factory-installed speakers, NEM Coupler pockets, an ESU 21-pin decoder socket, cosmetic inside motion, and firebox flicker with a dynamic fire draw effect.

Now in tooling, priced at £249.95 for DCC-Ready and £364.95 for DCC-Sound fitted models, the order book is open.

Oxford Rail reveals new models for 2025

The biggest announcement is the new GWR Totem A bogie flat wagon (pictured), which introduces new tooling. Available in OO, nine different versions have been revealed, including several unnumbered versions, and each wagon is priced at £28.95;

A new run of the popular OO BR Pilchard ballast open wagons was also revealed, with nine new liveries expected, including some weathering options and unpainted wood effects. Priced at £24.95, the new models are available to pre-order now.

Another welcomed new batch is for the Oxford Rail OO 10t Banana Vans, which will include new liveries and running numbers. Priced at £19.95 per van, this new batch covers LNER, BR, and also includes a 'Patched' Southern Railway version.

Model updates

J26 – Finally complete and expected to arrive in the spring.
15T Cowans Sheldon Cranes – the intricate mechanism is still causing delays
7-Plank Open Wagons – will be arriving in the next couple of months
12T Tank Wagons – will be arriving in the next couple of months

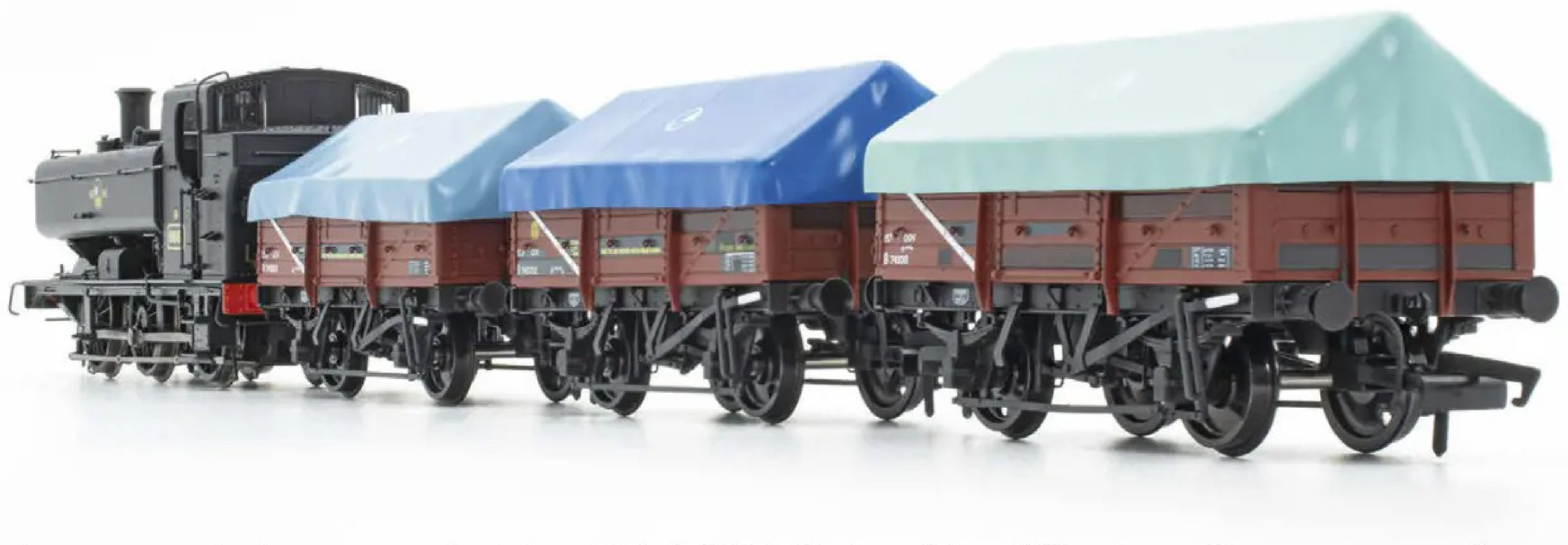
New EFE Rail Class 74

As none of the locomotives survive today, the new EFE Rail Class 74 has been painstakingly researched using original plans, drawings and photographs. There is a wealth of separate components, including etched metal grilles, metal handrails, lamp irons, windscreen wipers and cab-end jumper cables. Sprung buffers are fitted and a full set of bufferbeam pipework is included with every model. Detailing continues inside the cab, where seats, control desks, controls and dials are all depicted authentically.

Cab lighting is available to both analogue and DCC users, along with illuminated blinds at each end, for which a selection of interchangeable route blinds are provided.

Livery samples for the initial line-up of EFE Rail Class 74s will be unveiled in the Spring 2025 British Railway Announcements, ahead of the finished models arriving in mid-2025.

New Clayhood wagons from Accurascale



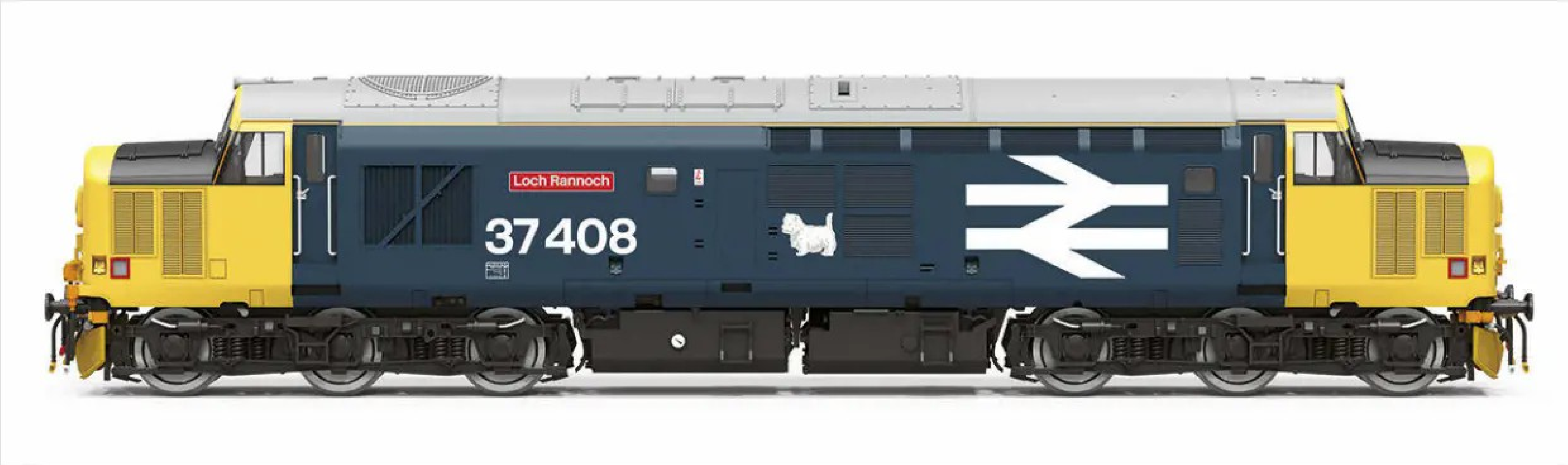
Accurascale has revealed the BR 1/051 China Clay "Clayhood" wagons as its latest wagon project in OO/4mm scale.

The extensive tooling suite allows Accurascale to have the ability to model different axle boxes, buffers and hood configurations, including the tie-down hooks that were added for the later pent hoods in a different position to the earlier "discs" that had been used for the tarpaulin sheets.

The sheets/hoods on the new clayhood wagons are removable, showing a fully detailed interior and tarpaulin bar (if fitted) with correctly-orientated longitudinal floor planks. The wagons feature a diecast underframe and axles running in brass bearings.

Available to pre-order now, production is underway, with delivery expected at the end of the year. Priced at £89.95 per triple pack, these wagons are available with Accurascale's bundle discount rakes of 10% off when you order 2-4 packs, and 15% off when you order five packs or more.

Hornby reveals new models for TT:120



Following hot on the heels of its OO main range announcements, Hornby has now revealed the latest models that will be joining its TT:120 range.

The first new locomotive revealed is the GBRf Class 50 Co-Co 50049 *Defiance*, which will be hitting shops in May this year, priced at £167.99, alongside a sound-fitted version for £222.99.

Alongside the Class 50 will be a BR Class 37 *Loch Rannoch* 37408 (pictured above), which, like the Class 50, will be available either DCC-Ready (priced at £159.99) or Sound-Fitted (priced at £214.99) and will be available before the end of the year.

Introducing new tooling, the Class 50 range will be further bolstered with the addition of a BR Class 37 D6700 and an EWS Class 37 37704, the latter of which will be available Sound-Fitted; priced at £159.99 and £214.99, respectively, both models will be available in November.

Also announced and joining the range in September is the Touax KFA Container wagon in three different guises (with either 3x20 Containers, 1x40 container and 3x20 containers), priced at £54.99.

WORLD OF RAILWAYS

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Tony Wright's
New Locomotives 2024

Prolific modeller, Tony Wright, talks us through seven locos that he has completed over the last 12 months, plus takes them for a run on 'Little Bytham'.

Finally, I have the ideal place
to display my 009 stock

Phil has lots of photo planks to display his 00 stock on, but nothing for narrow gauge. See how he rectified this with some simple scenic work.

Inspired by a book about a backwater country village in the Cotswolds, we go lineside with David Westwood's N gauge layout.

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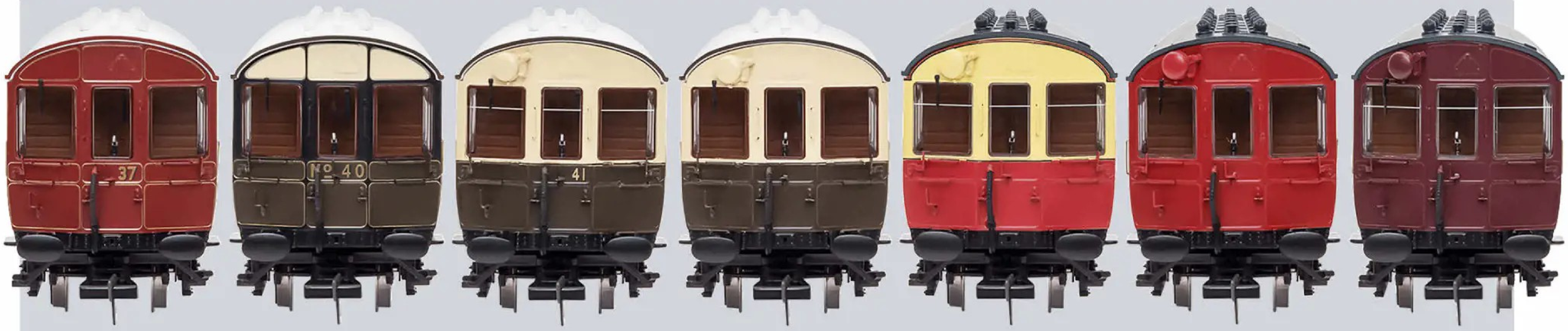


Dapol Autocoach decorated samples arrive

The design team is currently reviewing the samples and is overall very pleased with what they have seen thus far.

Four small corrections have been identified up until now: some of the No Smoking signs need to be re-located onto the correct window, the window bolections need to be painted mahogany on the GWR Twin City and the Shirt Button examples. The suffix W needs to be removed from the BR Maroon model.

There is also a small adjustment required to enable the optional auto gear to be fitted to the model without fouling the bogie, this is already in hand.

Dapol anticipates these models to be in the shops sometime during the second quarter of 2025.

Seven variations of the model are to be produced and can be ordered DCC-Ready (£80.00), DCC-Fitted (£115.00), or DCC Sound-Fitted (£195.00).

Featuring working interior lights, sprung plastic buffers, a removable roof, moulded bogie frames with NEM profile wheels and a superbly detailed body with many separately-added parts, the new coaches are available to pre-order now in the following liveries.

- Autocoach GWR 37 Lined Crimson
- Autocoach GWR 40 Lined Chocolate & Cream
- Autocoach GWR Twin Cities Crest 41 Chocolate & Cream
- Autocoach GWR Shirt Button 39 Chocolate & Cream
- Autocoach BR W37W Carmine & Cream
- Autocoach BR W36 Crimson
- Autocoach BR W38 Maroon

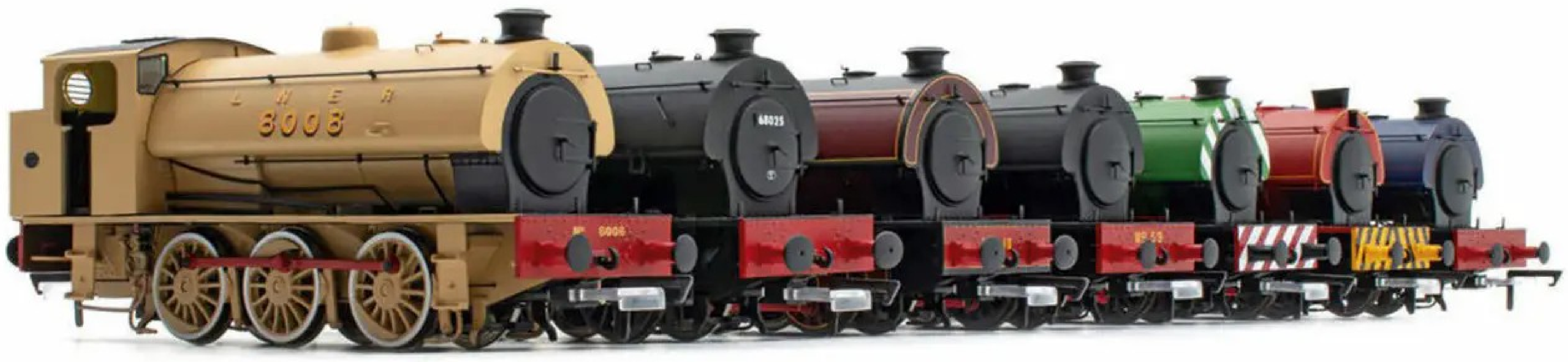
Decorated samples of Accurascale Austerity arrive

Arriving over Christmas, decorated samples of Accurascale's Hunslets are now being reviewed by the design team.

There are some corrections to be made, with sandbox lids white instead of the correct black they should be, and the motion is currently unpainted, which will be updated on the finished models. Accurascale also confirmed there are some corrections to make to *Glendower*, but these will all be sorted for production.

Priced at £149.95, the new models are available to pre-order now either via your local stockist, or direct for no money down with free UK postage and packaging. Deliveries are still on schedule for Q2 of 2026.

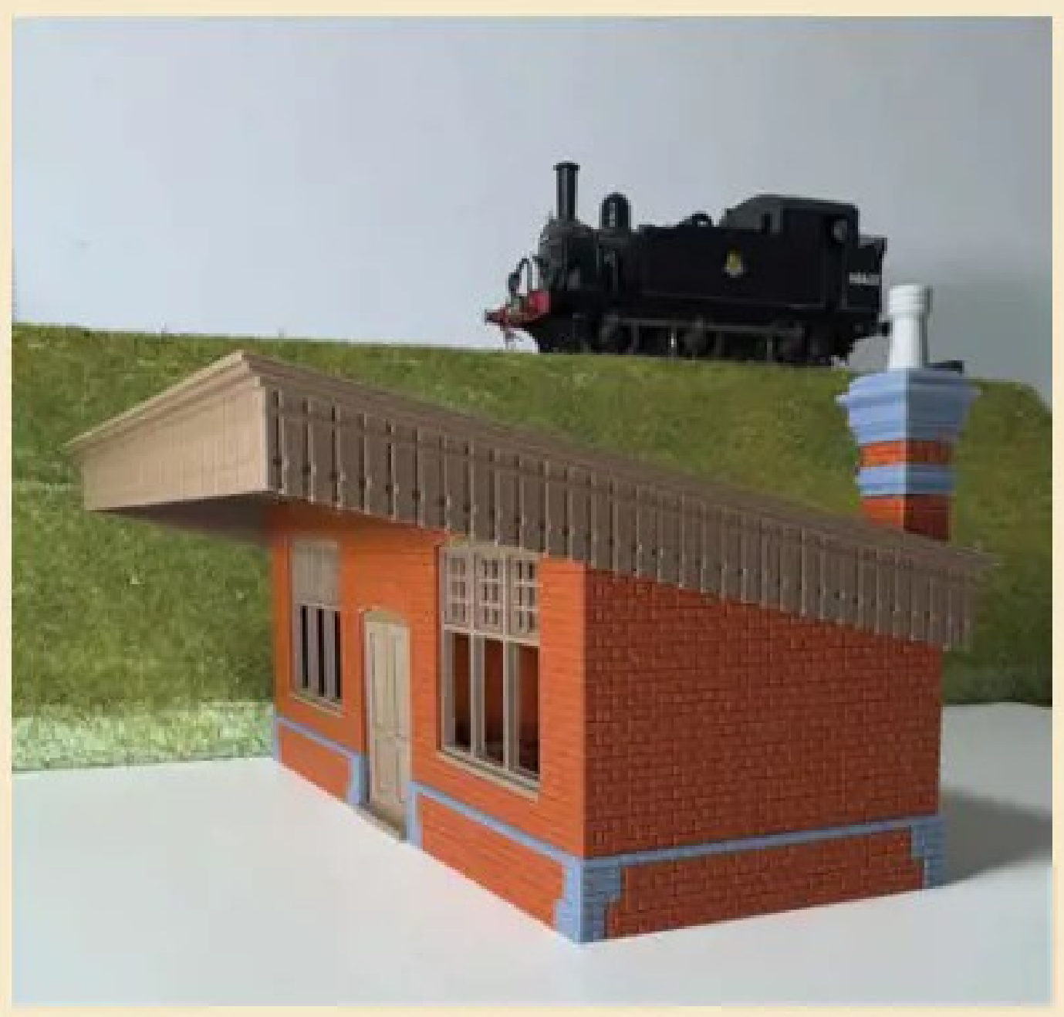
Available liveries
BR Early Emblem - HC1775 - 68025
LNER - HE3151 - 8008
NCB North East - VF5300 - 59
NCB North West - HE3823 - *Warrior*
NCB South Wales - HE3810 - *Glendower*
United Steel company - WGB2762 - 18



New Platform Shelter from Atkitz

Made in self-coloured plastic, these simple kits are quick to assemble and require no painting. The walls of the building are a single piece and the base brickwork is English bond capped with engineering-type blue bricks, with the rest of the structure in Flemish bond, as per the original structures.

Costing £35, Woodwork is available in light brown or yellow. If required, the modeller could detail the inside of the structure. The roof is one piece, and the ornamental chimney is already decorated in coloured brick and made of three pieces.

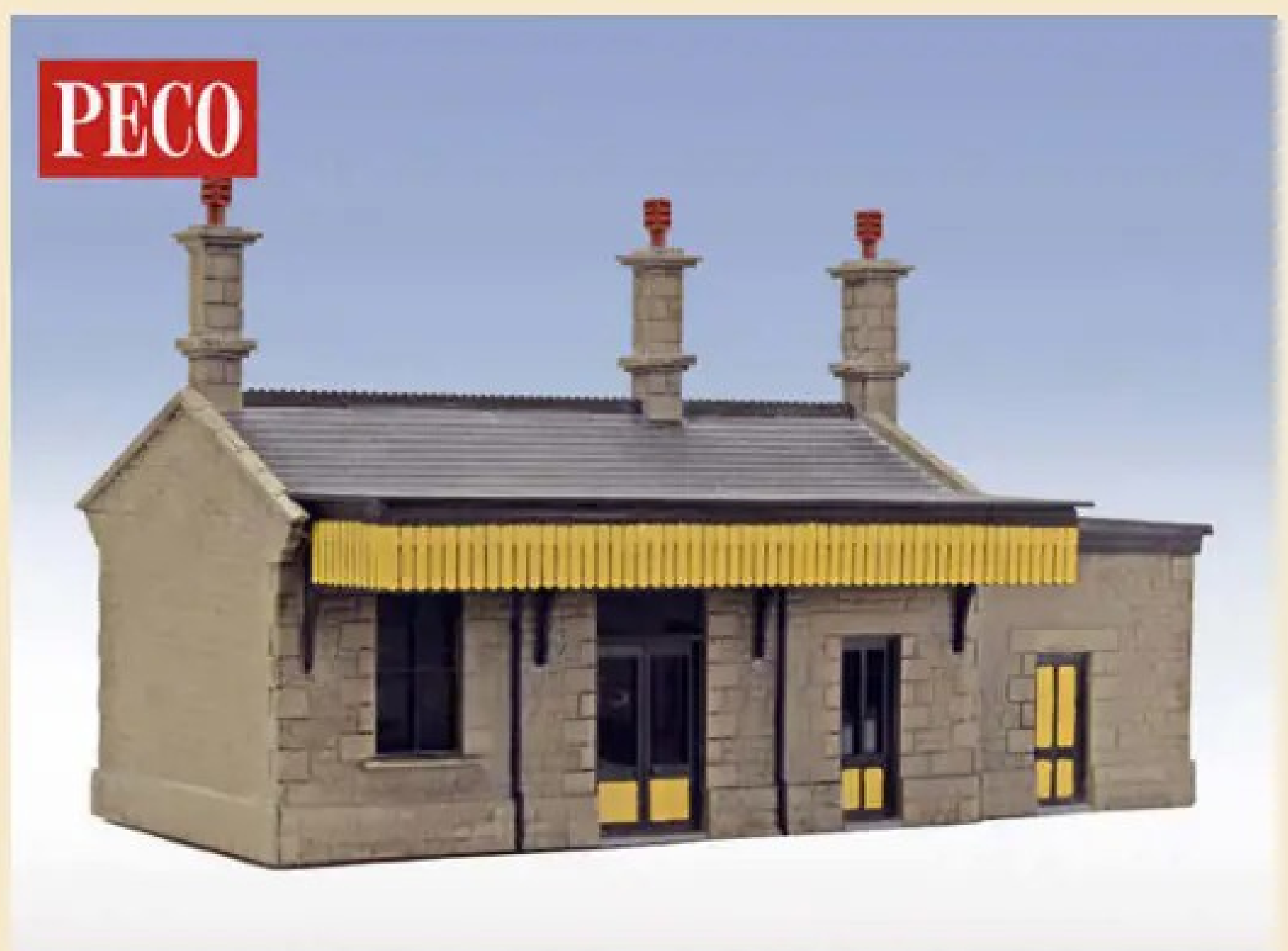


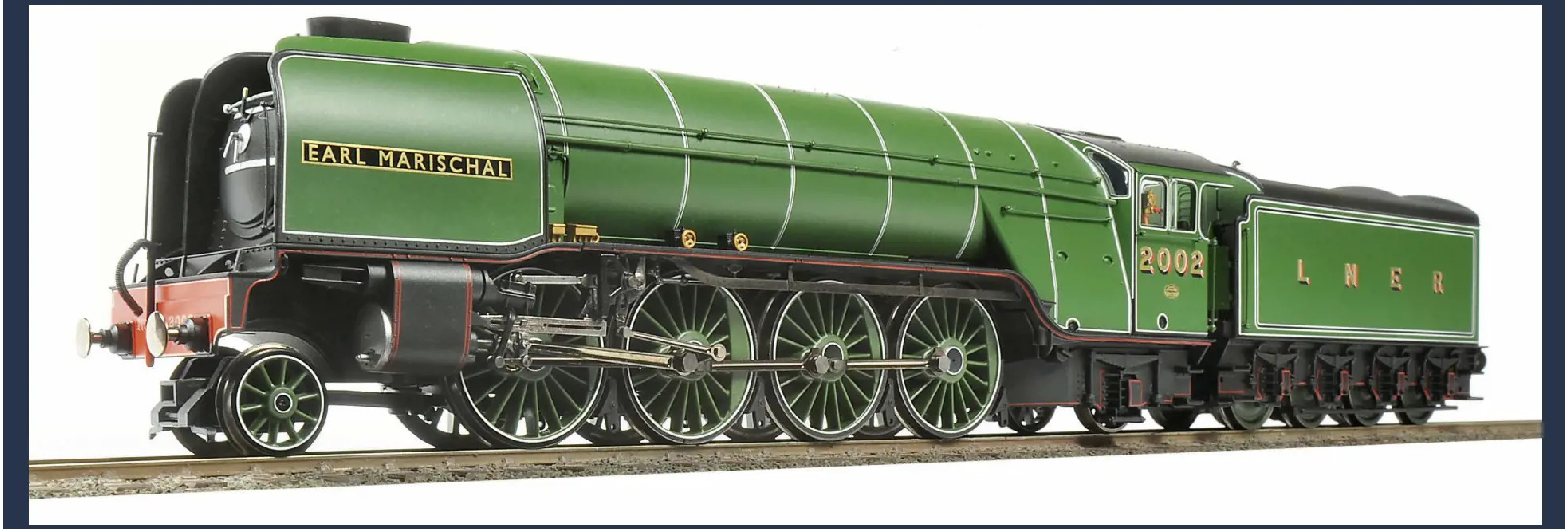
New West Bay Station Building from Peco

The latest addition to the Peco Lineside range is a new GWR station building based on West Bay in OO.

With a total footprint including the canopy of 178mm x 108mm, this kit comes with some plastic components to complete the model and includes a full interior detail, which can be removed to add LED lighting should this be required.

Priced at £24.95, the new kit is available to order directly from Peco or its many stockists.





New P2 and W1 models with steam technology

Hornby's latest 'Steaming' P2 2002 *Earl Marischal* and Original W1 10000 are now on sale.

Just released is this magnificent pair of big LNER OO gauge locos from Hornby in the form of the second P2 and the original W1. Though Hornby has produced P2s before, this is the first time that *Earl Marischal* has been available in its second manifestation – that is with the addition of massive smoke deflectors. The W1 in original form has been available for some time, but this is the first time that both classes have been available as 'steamers' (other than in the form of a model of the new-build P2, *Prince of Wales).*

To describe both models as 'magnificent' is an understatement, and to see just how effective they are in motion, digital readers and subscribers will be able to see our video on the latest episode of BRM's World of Railways TV.

Priced at £324.99 each and available to order now, these new models join a range of locomotives that have been enhanced further with the steam generator technology.

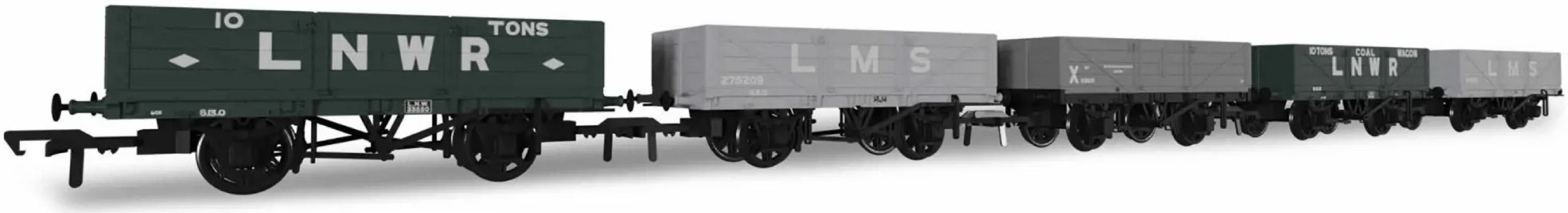
Rapido Trains expands North Western freight range

Rapido Trains has announced brand-new OO LNWR D84 4-Plank Open Goods and D90 Loco Coal wagons.

The new LNWR wagons will feature body tooling variants to cover the D84 4-Plank Open Goods Wagon and D90 Loco Coal Wagon variants. There are also versions of both models with either flush or overlapping side strapping.

Detail differences within the range include different brake handles, door types, headstocks, buffers, and axle boxes. All models feature split-spoked wheels and are finished off with brass bearings, NEM coupling pockets and a high-quality livery application.

Priced at £32.95, These models are currently in tooling, and the order book is open.



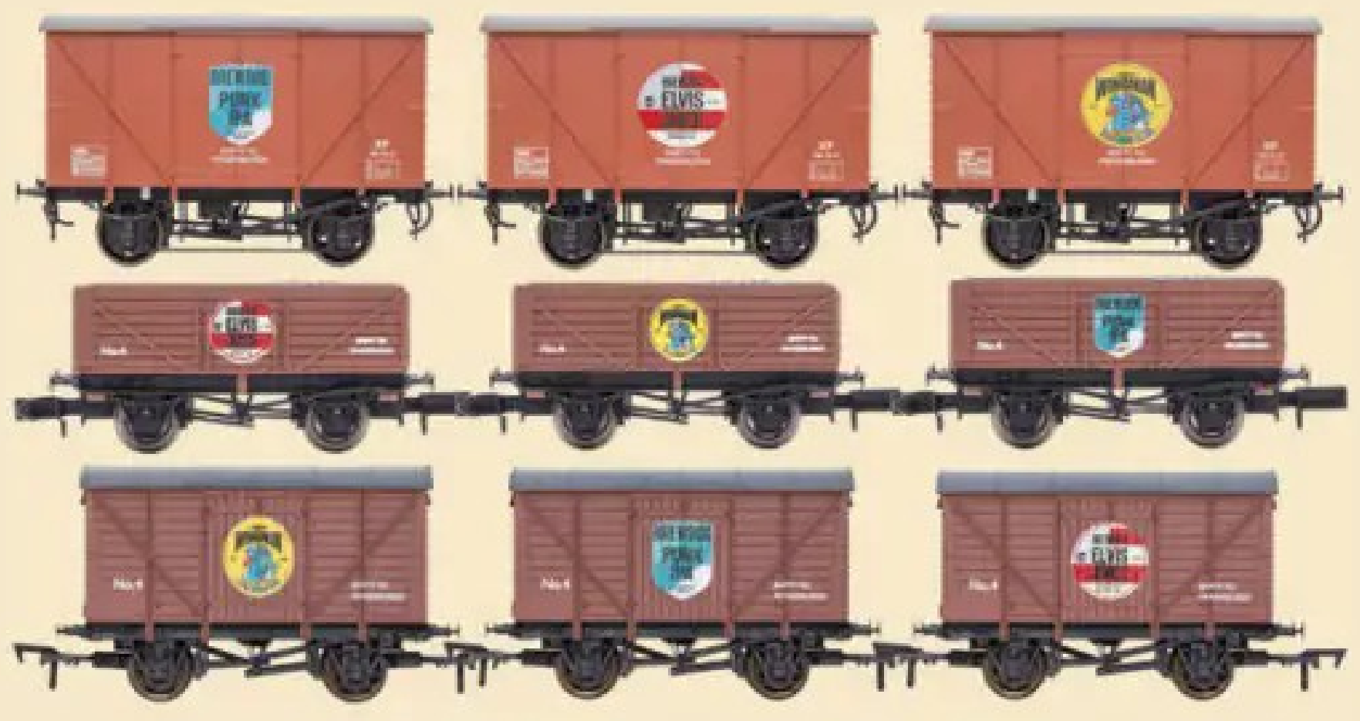
New Hornby Class 67 breaks cover

Available to order now, the new OO locomotive features the iconic GBRf blue and orange livery and is an ideal addition to modern-day layouts.

Originally expected in July of last year, the model has seen a small price increase from when it was first announced, now costing £214.99, and joins Transport for Wales 37020 and DB Cargo 67007 *Queen's Jubilee* in the range.

The new model is DCC-ready and compatible with Hornby's HM7000 21-Pin decoder and DCC Sound Decoder.

Brewdog wagons announced for 2025



For release in March 2025, a full range of models is to be produced for OO, N and O gauge modellers - including the popular 'Elvis Juice', 'Punk IPA' and 'Wingman' beverages. Clean versions are shown but each model will also be available in a weathered variant.

The OO models feature highly-detailed body moulding, NEM pockets with self-centring couplings and posable doors for the containers. In O gauge, the new wagons feature a self-compensating chassis for smooth trouble trouble-free running, metal sprung buffers, metal Instanter couplings and profiled wheels and axles with brass bearing pockets.

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Dates for the diary...
2025 - Upcoming Exhibitions

- 08-09 February 2025 - Festival of British Railway Modeling (Doncaster Racecourse)
- 14-15 February 2025 - Burnham & District Model Railway Exhibition (Weston-Super-Mare)
- 01-02 March 2025 - Midlands Garden Rail Show (Warwick Event Centre, Lemington Spa)
- 15-16 March 2025 - The London Festival of Railway Modeling (Alexandra Palace)

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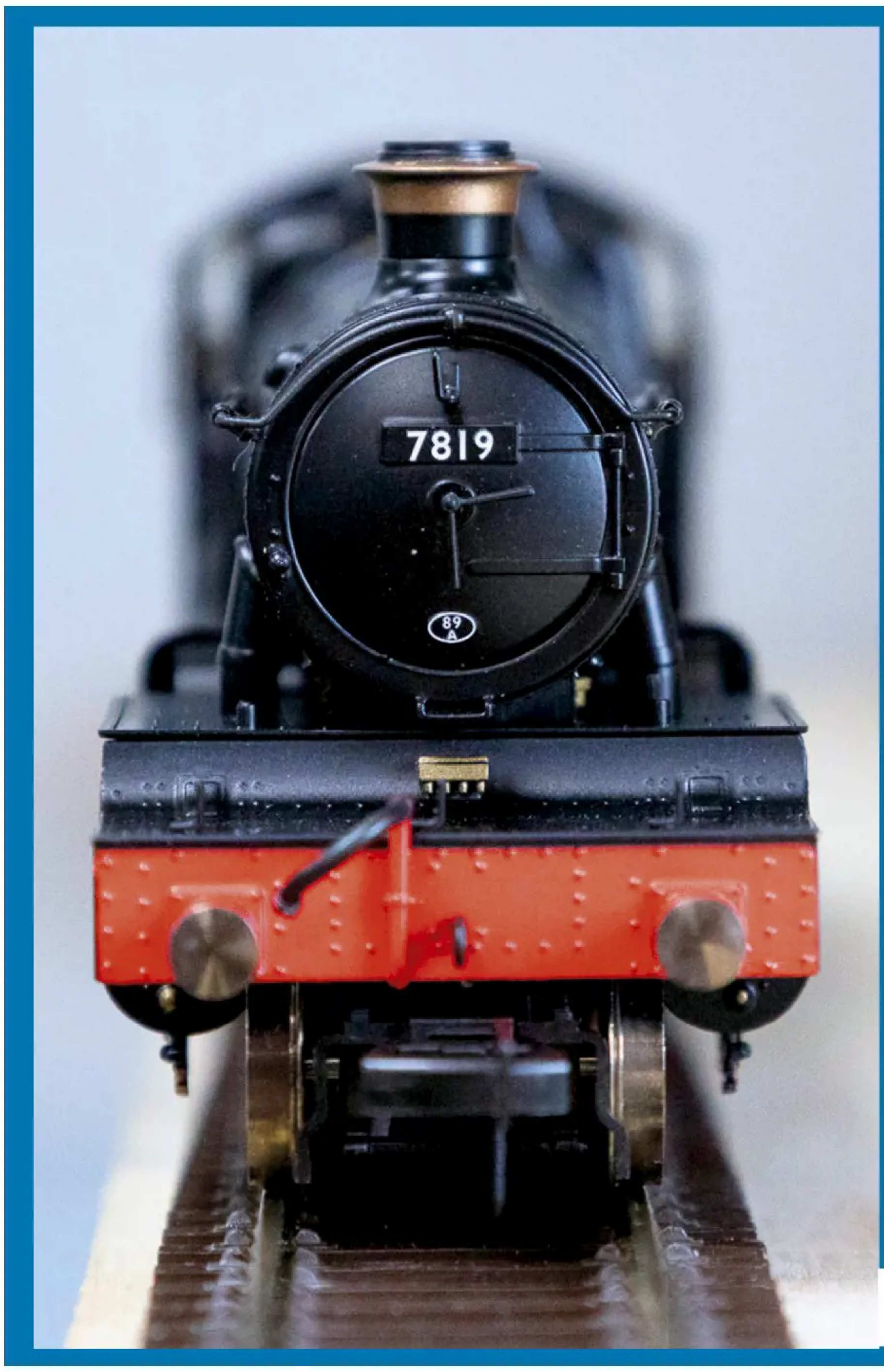

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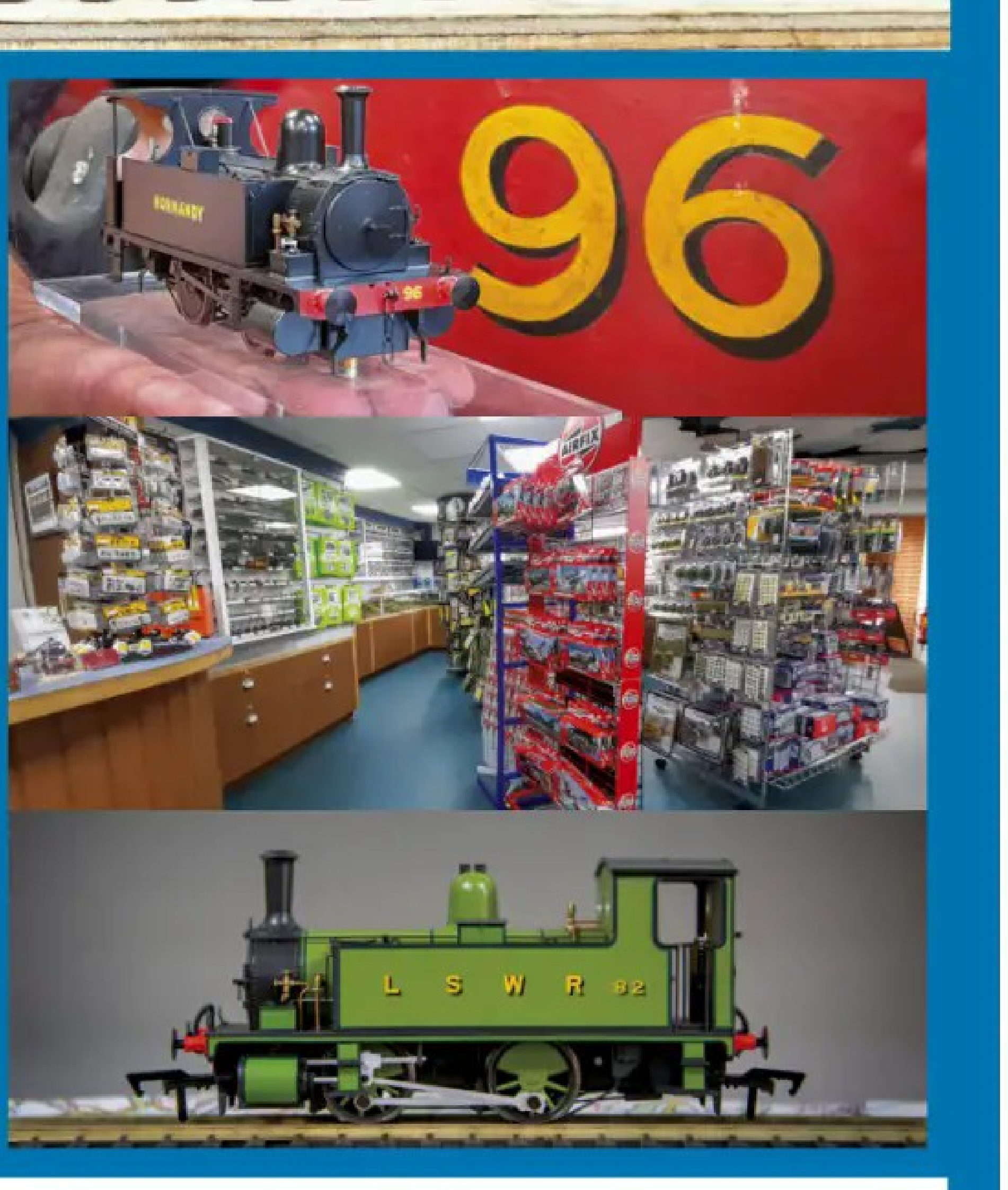
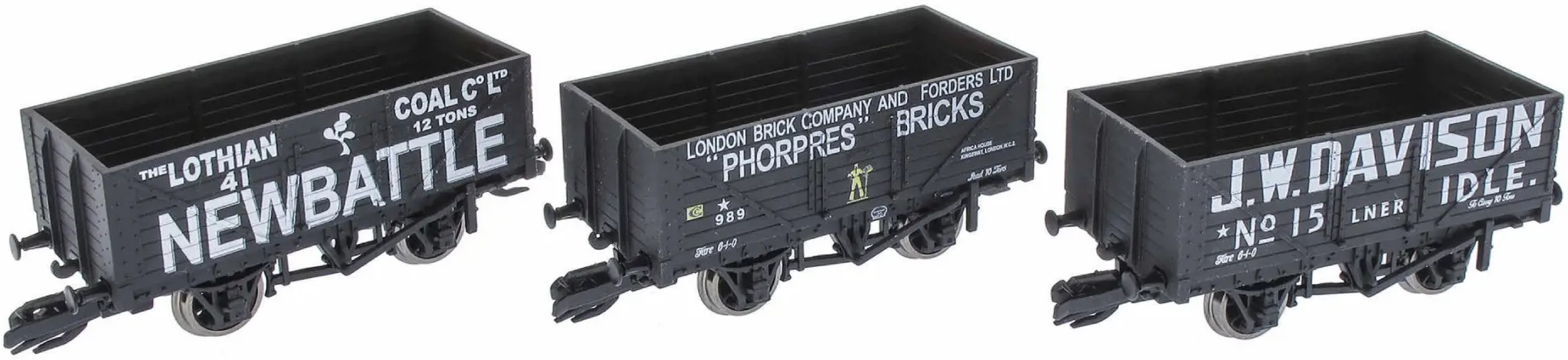


TT:120 1923 - preservation £££ 19.90

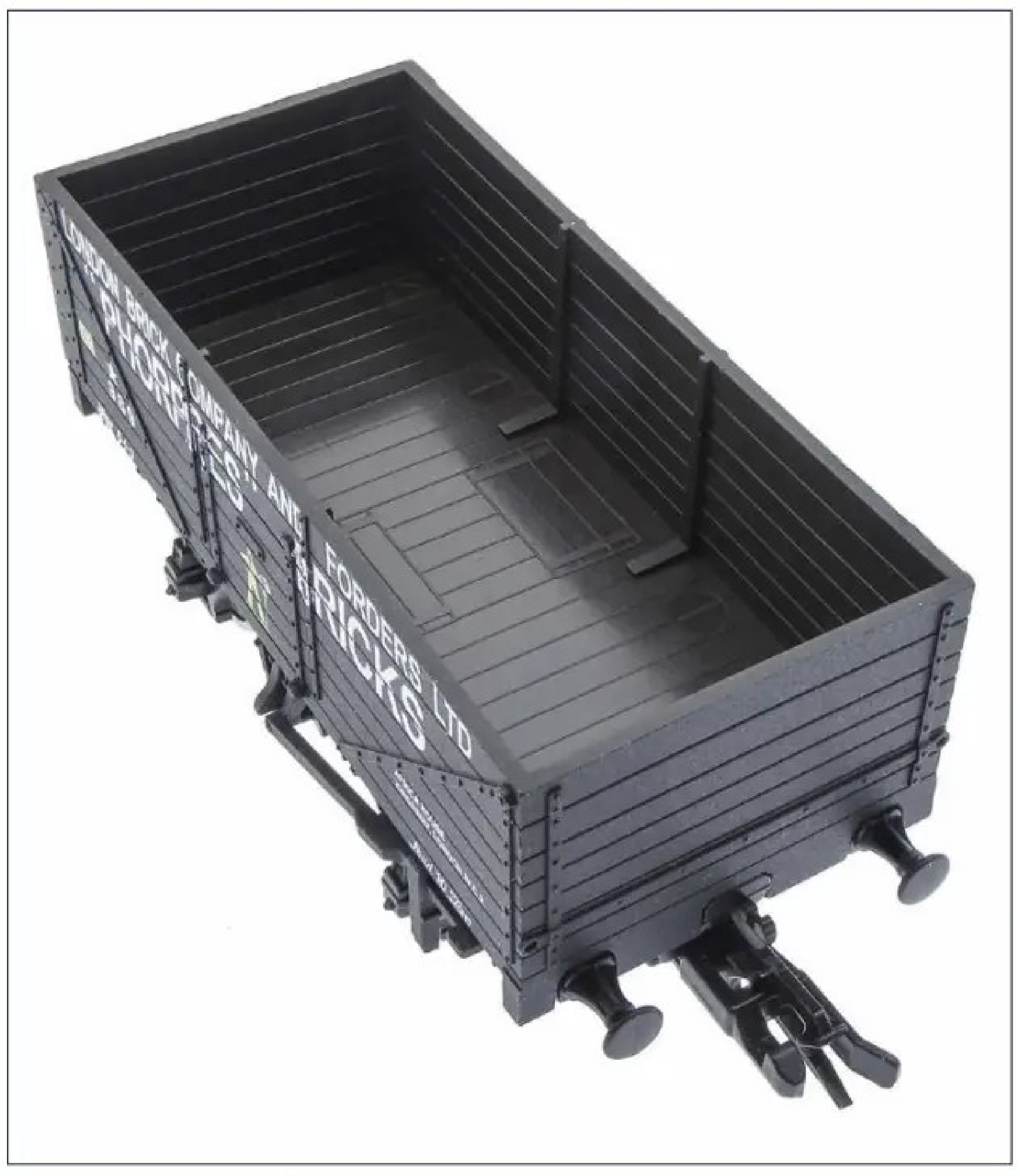
Peco TT:120 7-plank open wagons

Andy York


THE LOTHIAN COAL Cº LTD 41 12 TONS NEWBATTLE
LONDON BRICK COMPANY AND FORDERS LTD "PHORPRES" BRICKS 989
J.W. DAVISON ★Nº 15 LNER IDLE.

Adding to its range of colourful 7-plank private owner wagons built to the RCH 1923 design, Peco has chosen three liveries covering Scotland, the East and the South East. 2.5mm to the foot scale is undoubtedly small, but the moulding of these wagons is very fine with interior planking and door detail whilst feeling very robust. The underframe detail is good, too, with separately-fitted handbrake levers and shoes, which align with the wheel treads. The printing definition and density stands up to close scrutiny, too, and the wagons are very free-running, with the standard TT couplings working well, especially when propelling a train.

As yet, we're a little short on suitable steam locomotives for these wagons; their time will come.



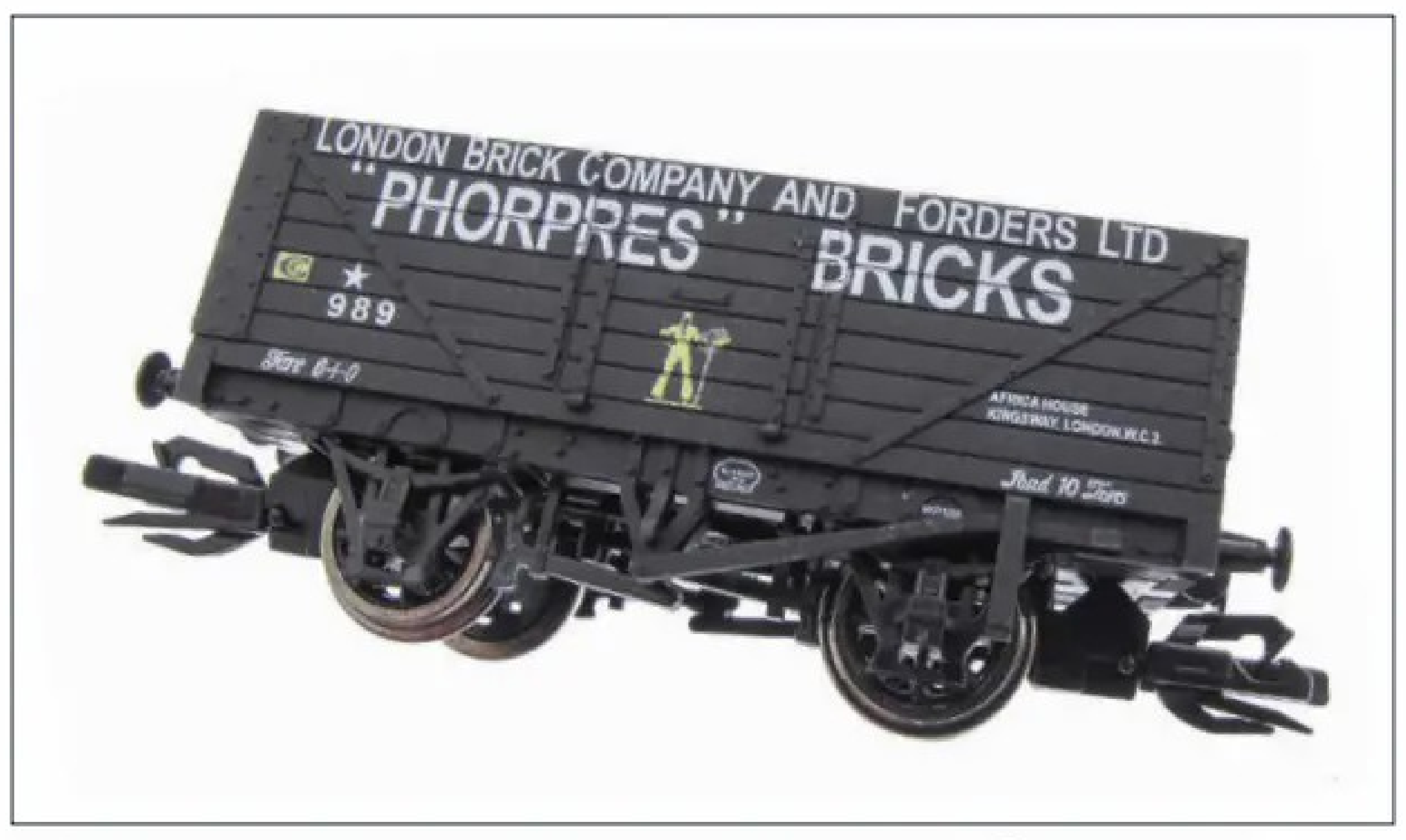
The majority of private owner wagons were simply black liveries with white lettering, Peco adds to its range with some ordinary, but useful, examples.

FACTFILE

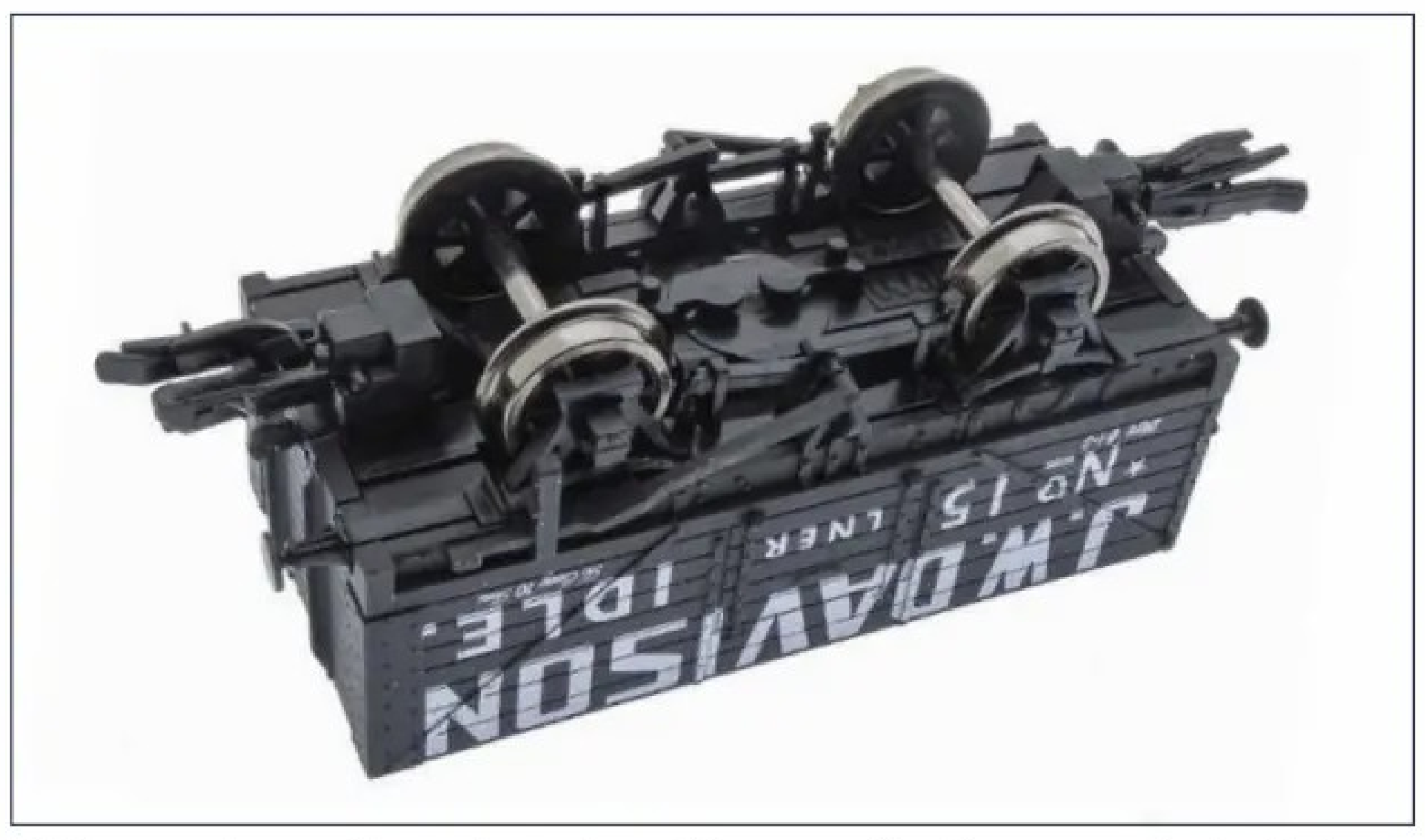
Models:

TTR-7000W	GWR No.06516
TTR-7001E	LNER Grey No.171519
TTR-7002S	SR Brown No.40023
TTR-7003M	LMS Grey No.351270
TTR-7004B	BR Grey No.334159
TTR-7006P	Colman's No.22
TTR-7010P	Huntley & Palmer No.24
TTR-7014P	Cadbury No.79
TTR-7021P	J. W. Davison
TTR-7022P	Phorpres Bricks
TTR-7023P	Newbattle

Era: 1923 - preservation
Construction: Plastic body and chassis
Weight: 16g
RRP: £19.90
Minimum curves: Radius 1



The body sides are commendably fine with internal planking and ironwork.



Although quite chunky, the underframe detail is very robust.

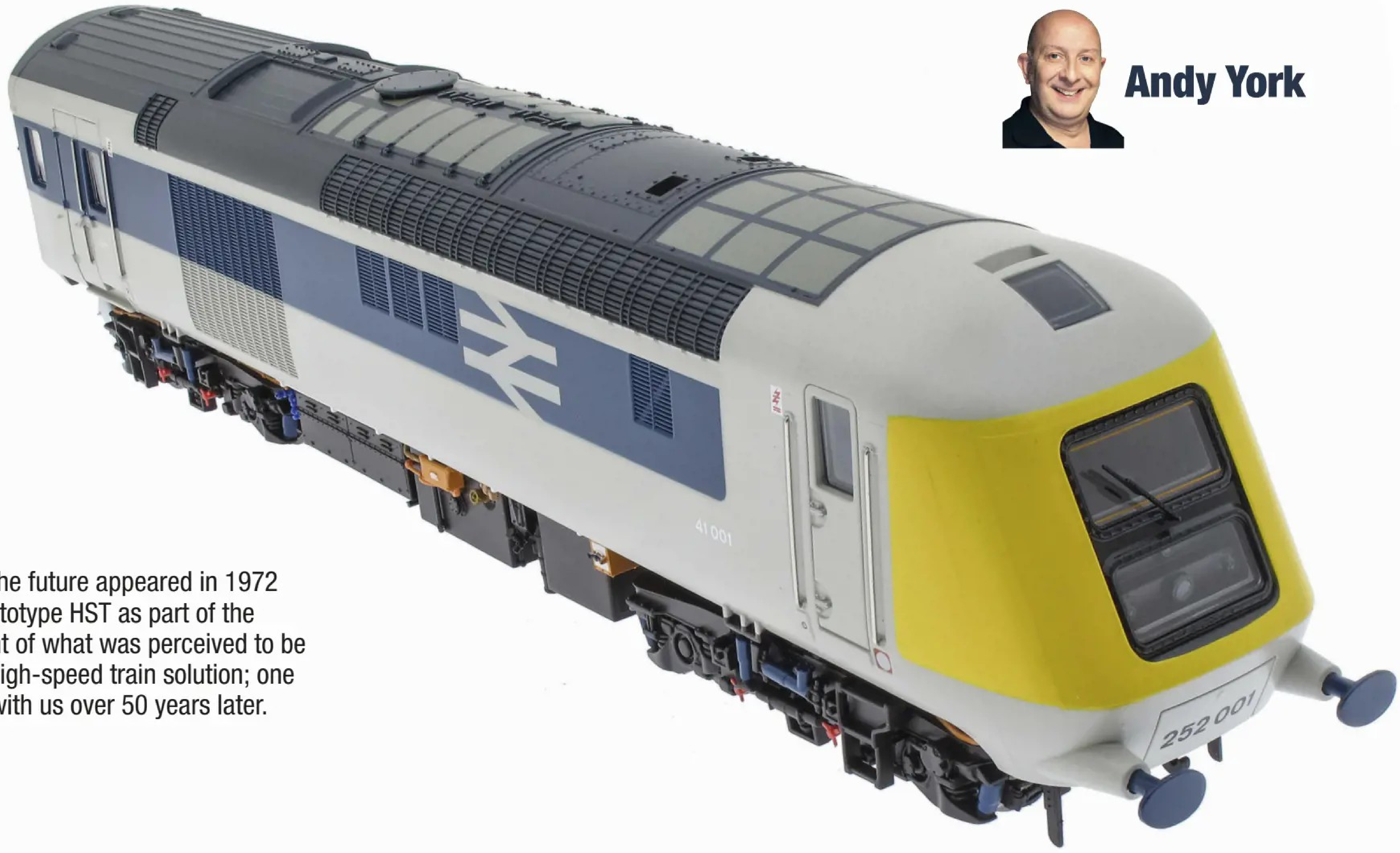
WHAT WE LIKE

- ✓ Fine plastic moulding with thinner wagon body walls for accuracy.
- ✓ Interior detail, as well as a high-level of exterior detail
- ✓ Separately-fitted brake lever
- ✓ Brake shoes in line with the wheels
- ✓ Ultra-fine printing detail
- ✓ Free-running metal-tyred wheels

J.W. DAVISON ★Nº 15 LNER IDLE.
THE LOTHIAN COAL Cº LTD 41 12 TONS NEWBATTLE
LONDON BRICK COMPANY AND FORDERS LTD "PHORPRES" BRICKS 989

Bachmann HSDT prototype power car

Andy York



A vision of the future appeared in 1972 with the prototype HST as part of the development of what was perceived to be an interim high-speed train solution; one that is still with us over 50 years later.

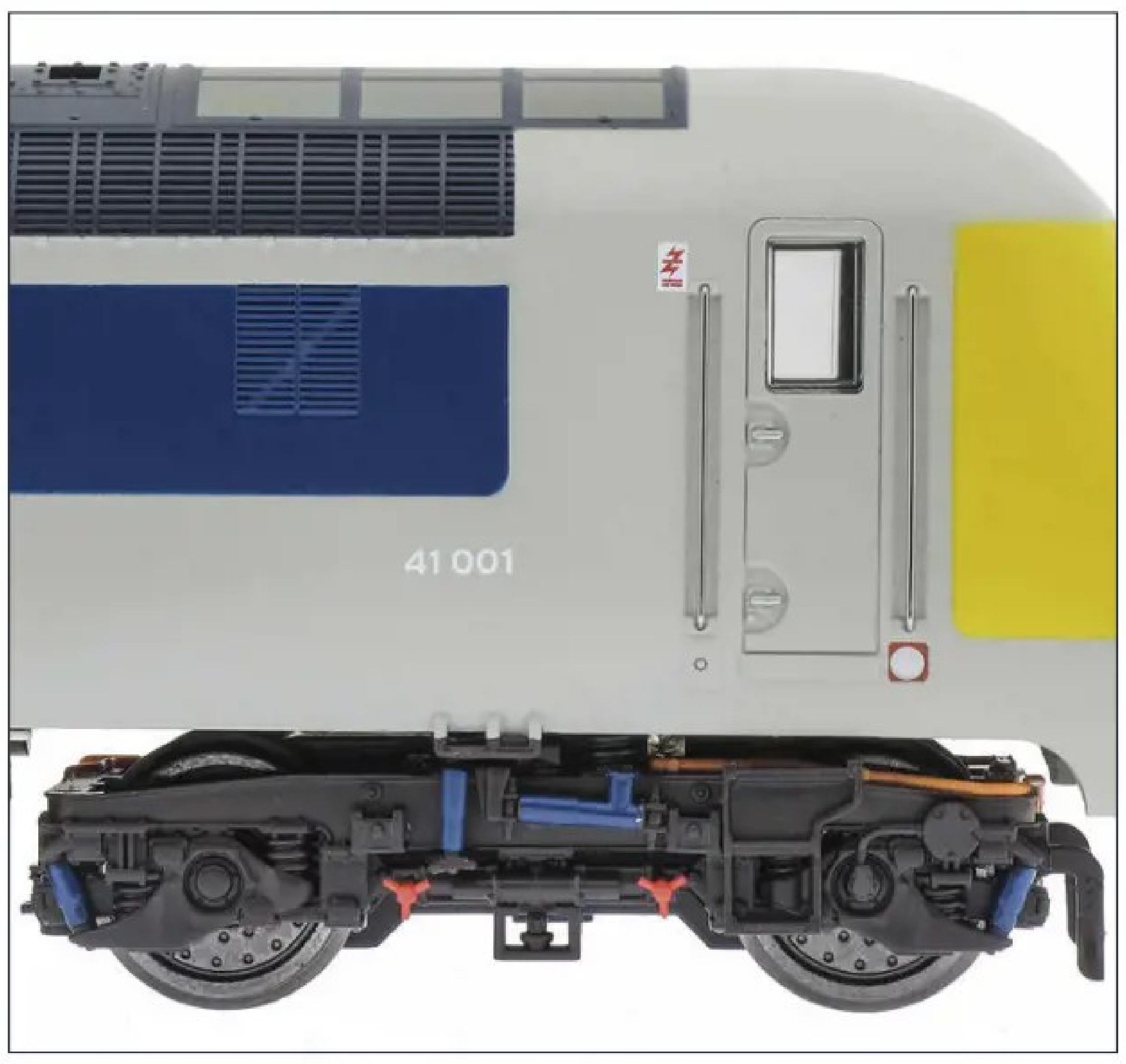
Developed as a further product for Locomotion Models and Rails of Sheffield as an exclusive product for its 'Railway Icons' range, the prototype HST power car, also known as the HSDT (high speed diesel train), certainly meets the 'icon' tag as the test-bed and precursor to the production HSTs that have been so loved for 50 years. 41001 and its sister, 41002, initially performed testing on the East Coast and Great Western main lines in 1973 and 1974 before entering revenue-earning service on the Paddington to Bristol route in 1975. As the production fleet expanded, the power cars were allocated to the Railway Technical Centre in Derby and utilised on test trains for the Advanced Passenger Train project wearing less-attractive full yellow ends. 41002 was scrapped in 1990, while 41001 was preserved within the National Collection, restored by the 125 Group to operation in 2014 as 'Project Miller' and now shown at the museum's Shildon site.

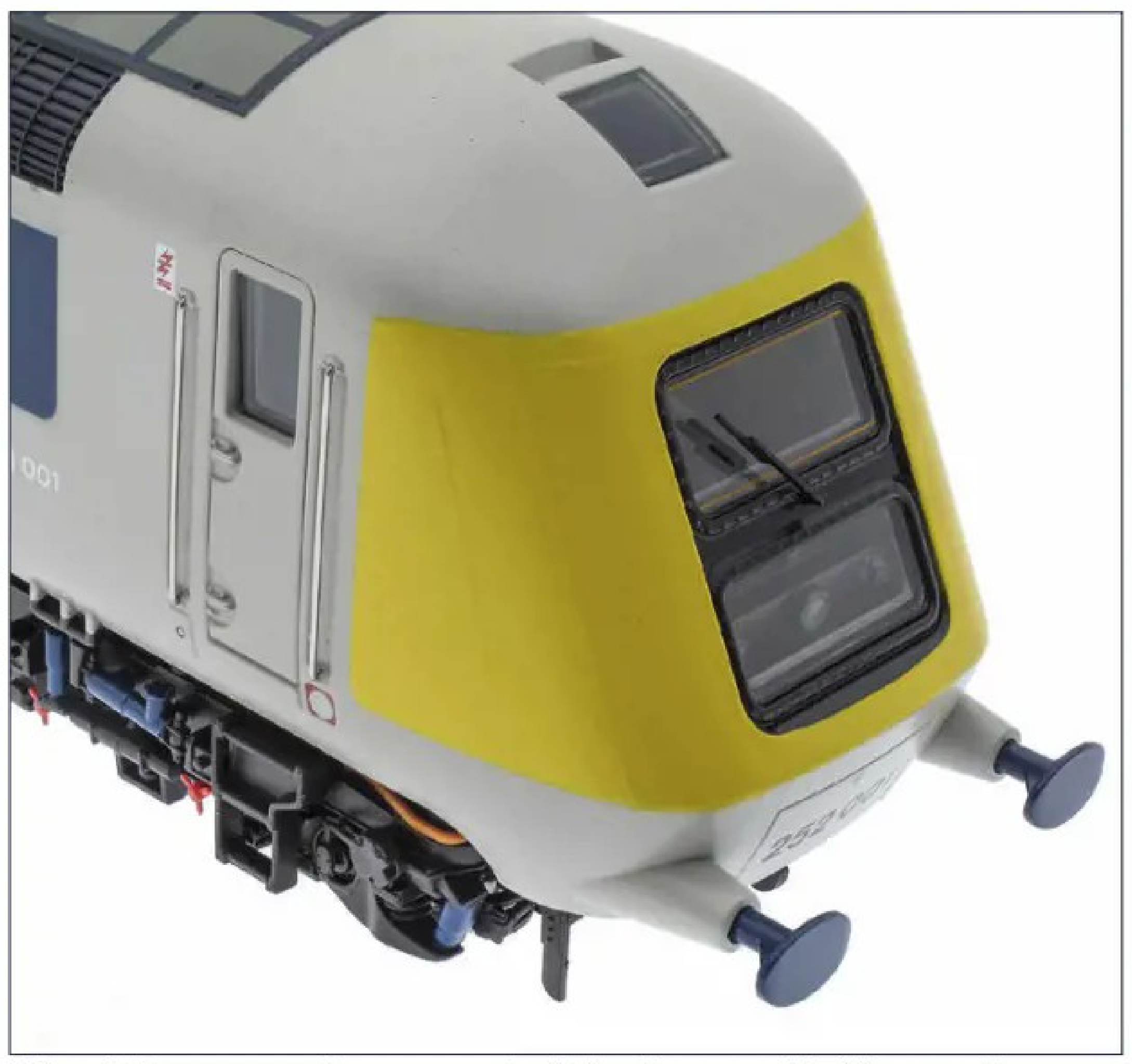
The test and service train were also the first to utilise the Mark 3 coach design, which differed slightly from later production batches, with the whole train now designated as 252001, as shown by the number on the front fairing of Bachmann's model and sporting the superb reversed blue and grey livery. This means that the model is intended to be a reproduction of the museum exhibit but will undoubtedly be used by some modellers to use with test trains and with a second power car (although there are minor differences) and a re-liveried set of coaches.

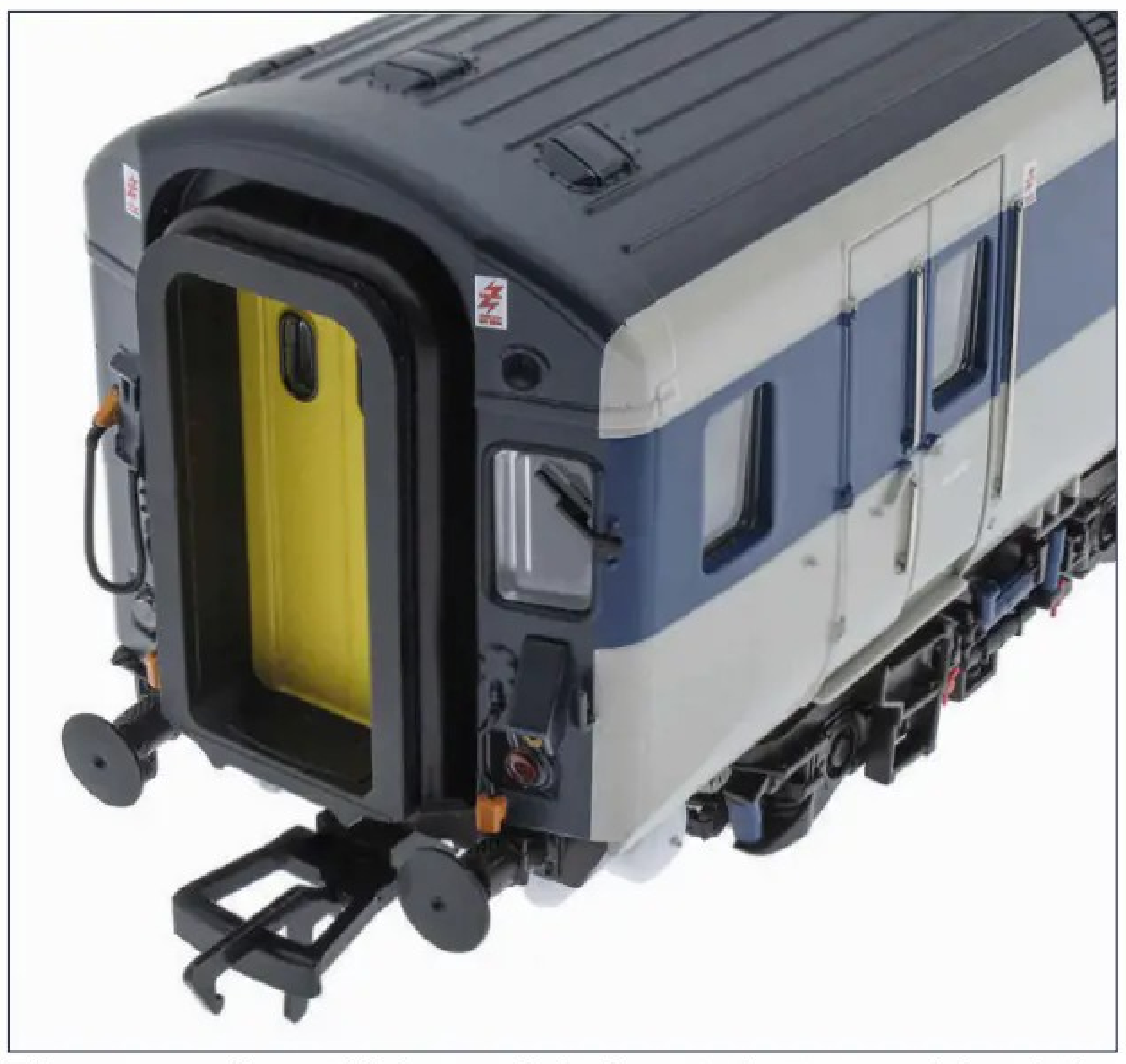
With electrical pick-up from and drive to all wheels matched to the 5-pole motor with twin brass flywheels for the diecast chassis block, the performance is nothing but superb; smooth, quiet and very capable, geared for its actual maximum speed.

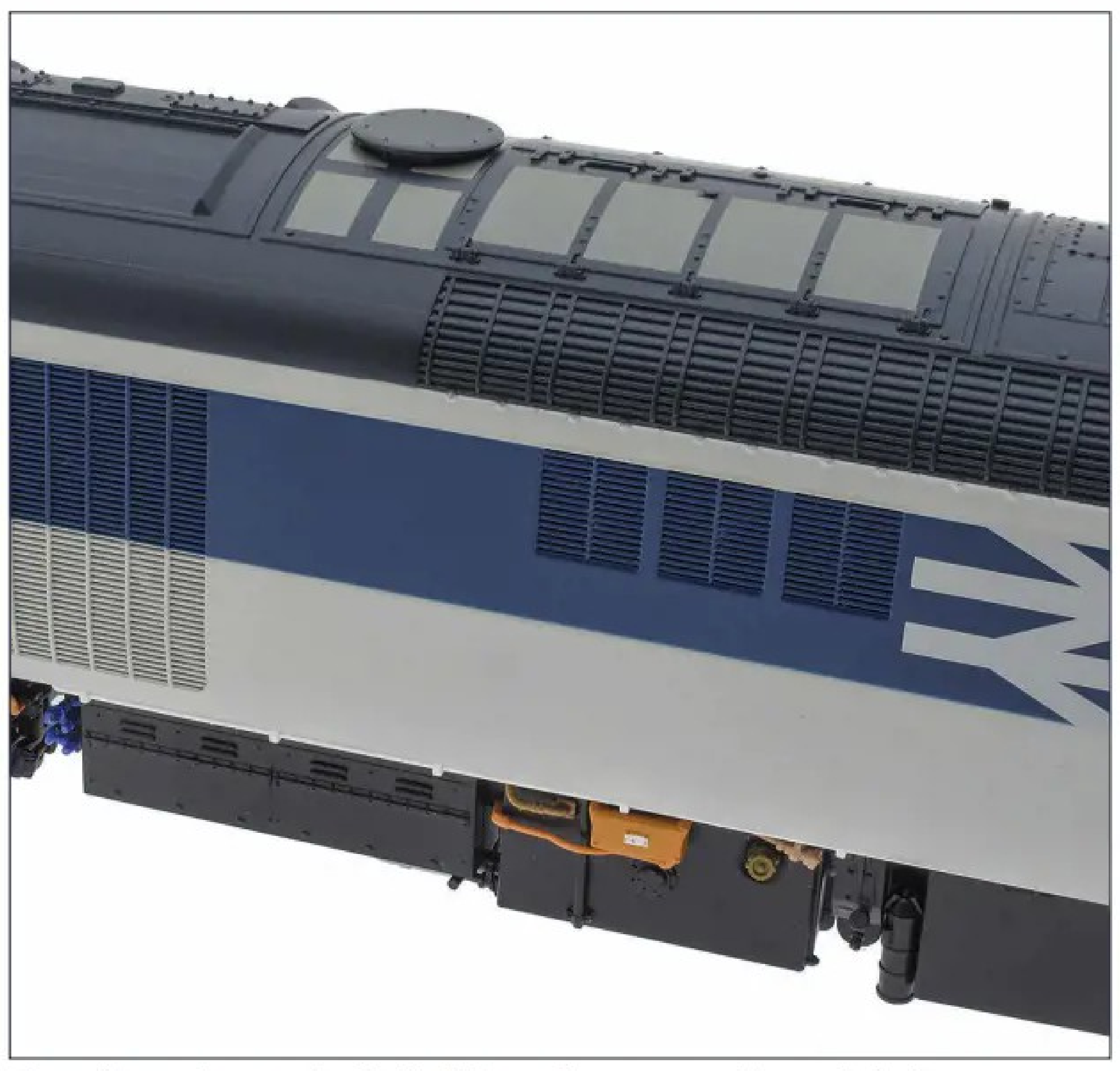
Internally, the PluX22 decoder interface is accessed by removing six screws to release the body; there are more elegant solutions out there these days to give digital control of the directional headlights, marker and tail lamps, cab and guard's compartment lighting, which can also be configured with the DIP switches beneath the chassis for analogue users. There are two tones of lighting to the front lights, two yellowish-toned outer marker lights and a brighter, blueish one for the centre high-intensity light, which looks a little odd. Another oddity is the sprung buffers in rail blue, seemingly correct for museum display but certainly different from use on the network.

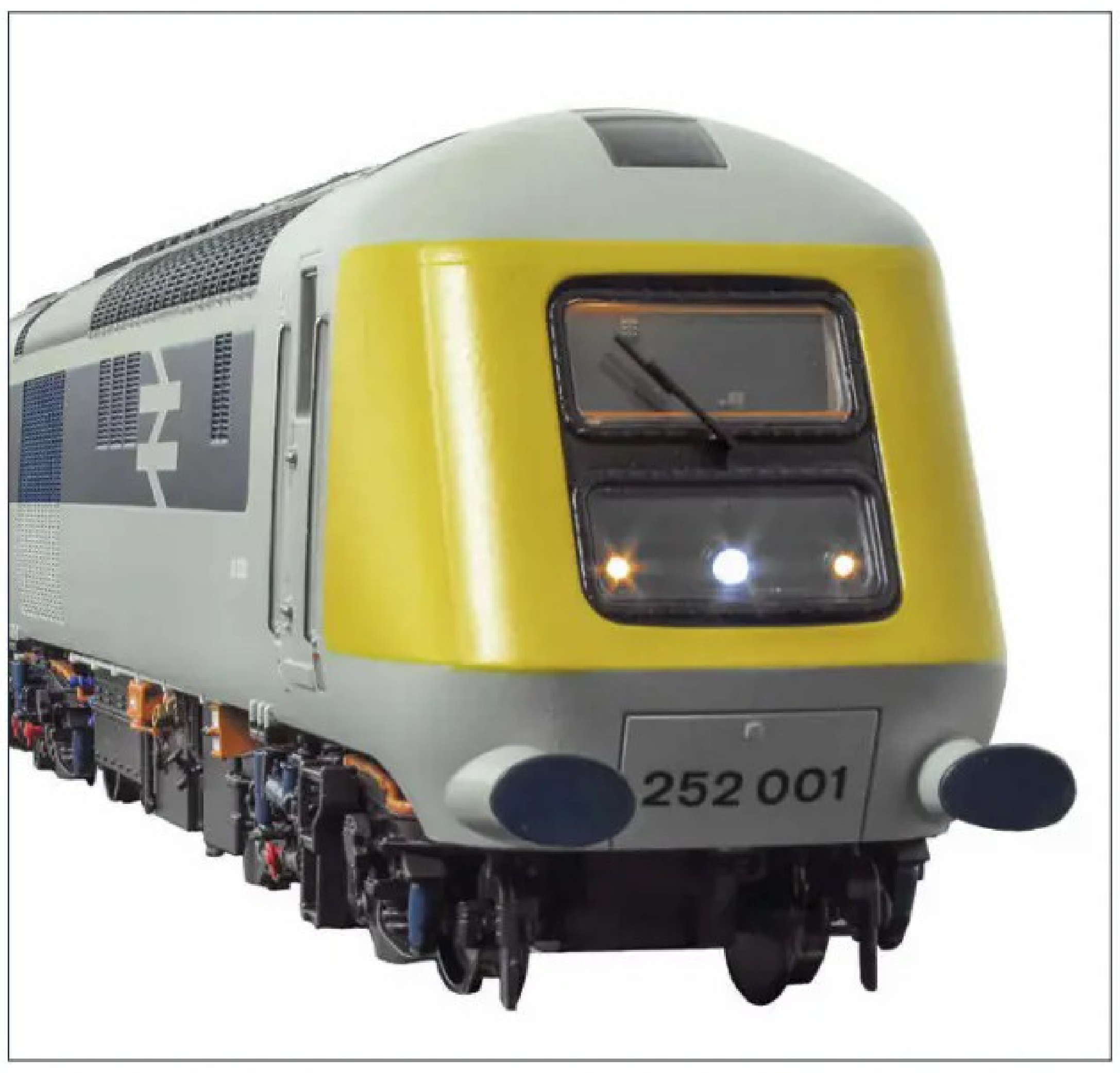
Where my concerns start to arise is with the decoration of the model, which is normally one of Bachman's strengths. Moulding marks where different slides from the tooling meet at the corners of the cab beneath the yellow warning panel are quite evident, marring the smooth styling the original had. The grey of the roof from the roof grilles backwards is a darker grey than the current restoration livery and closer to the pre-restoration livery when it was on display at York and its original livery on test and in service. This grey extends from the


Bogie detail is excellent, including brake disc detail to the outside of the wheels.


Moulding marks are visible beneath the yellow warning panel finish at the corners.


The secondary driving cab is located at one side of the rear of the vehicle for depot and emergency usage.


Roof and vent detailing is superb, which includes a circular telecommunications roof pod, presumably added after restoration around 2014 for use on the main line.


The lights can be configured by DIP switches with the centre high-intensity light being brighter and also blue in tone compared to the outer marker lights.

FACTFILE

Models:
35-110NRM Class 41 No.41001
35-110NRMSF Class 41 No.41001 - DCC Sound
Era: 1972 - preservation
Construction: Plastic body and diecast chassis
Weight: 486g
Minimum curves: Radius 2 (438mm)
DCC socket: Plux22
Accessory pack: Bufferbeam detailing, bogie clips and cosmetic buckeye coupling

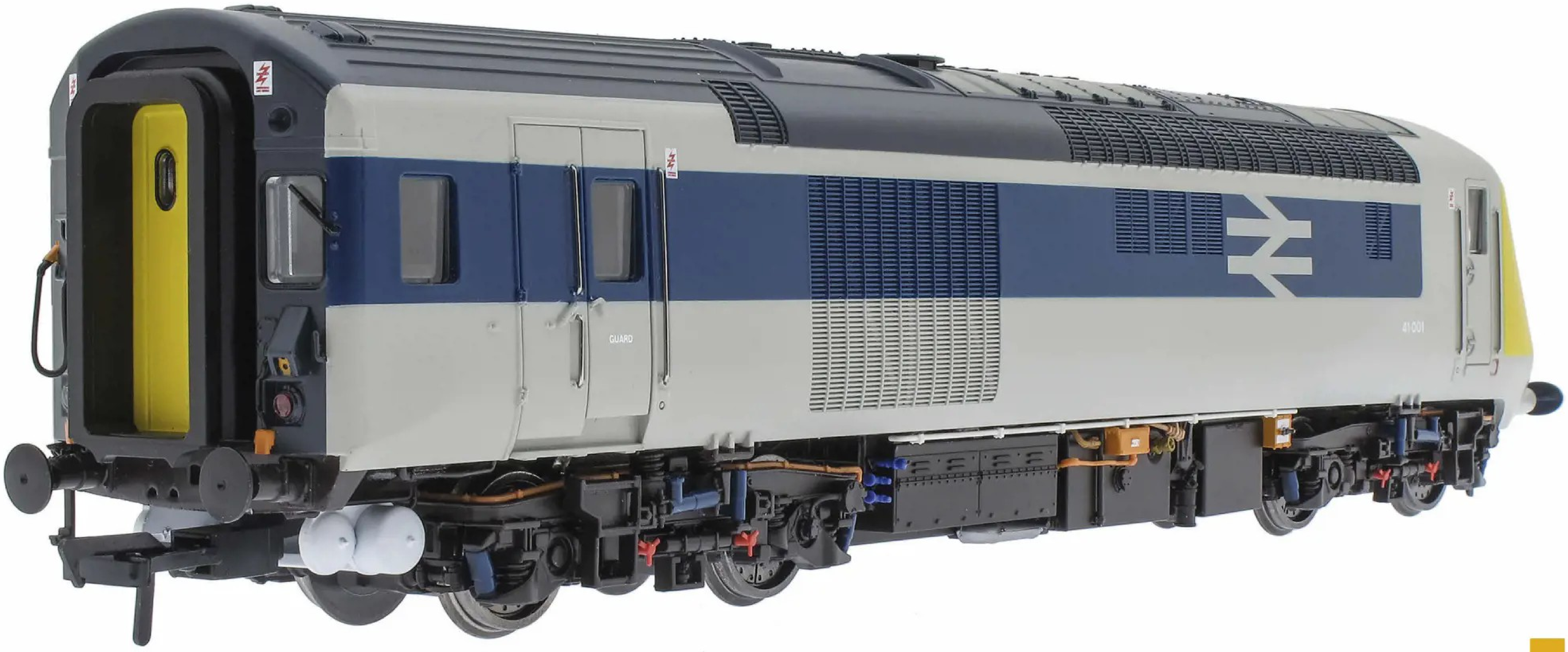
roof down the rear end of the car. Arguably, it's the post-restoration livery that is wrong. Below the body there's a wealth of detail, with all of the appropriate fittings picked out in blue, red and orange.

There's an awful lot to like about the product; it just seems to be some minor elements that leave me scratching my head. The model merits being a stand-alone item but surely gives rise to questions of what the future may hold for supporting releases; as Bachmann's Richard Proudman tantalisingly said at the launch, "what the future will hold in terms of further variants we have yet to find out".

WHAT WE LIKE

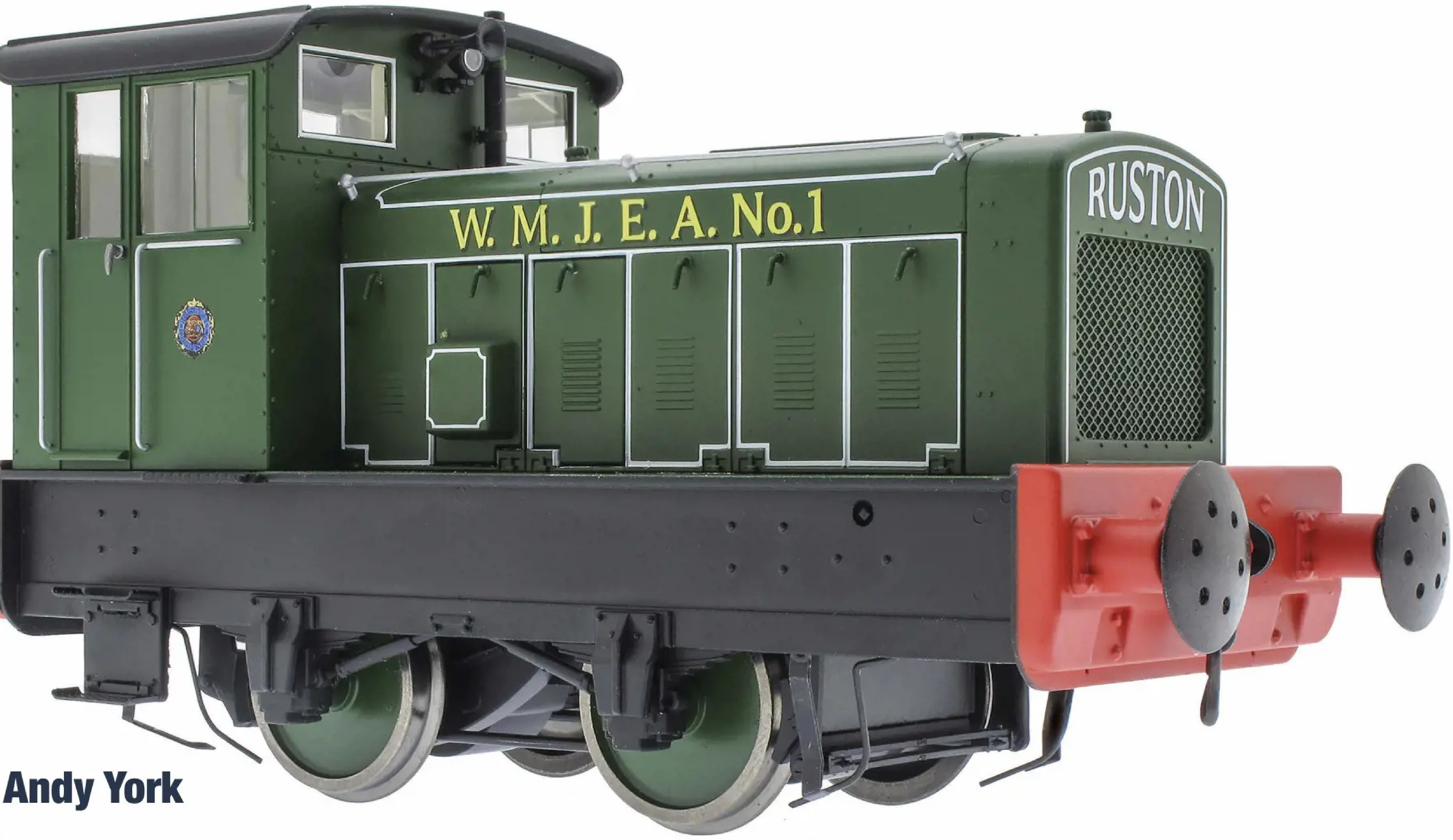
- ✓ Shape
- ✓ Roof detailing
- ✓ Performance

The product is exclusively available from Rails and Locomotion Models for £199.55 as DCC-ready or £309.95 with DCC sound.



0 1938 - preservation £££ 229.99 & 319.99

Accurascale Ruston & Hornsby 88DS



Andy York

This is probably the most tempting O gauge product to come to the market to indulge in a little industrial micro project, given the diminutive size of a widely-used, attractive-liveried type in a wide variety of industrial situations.

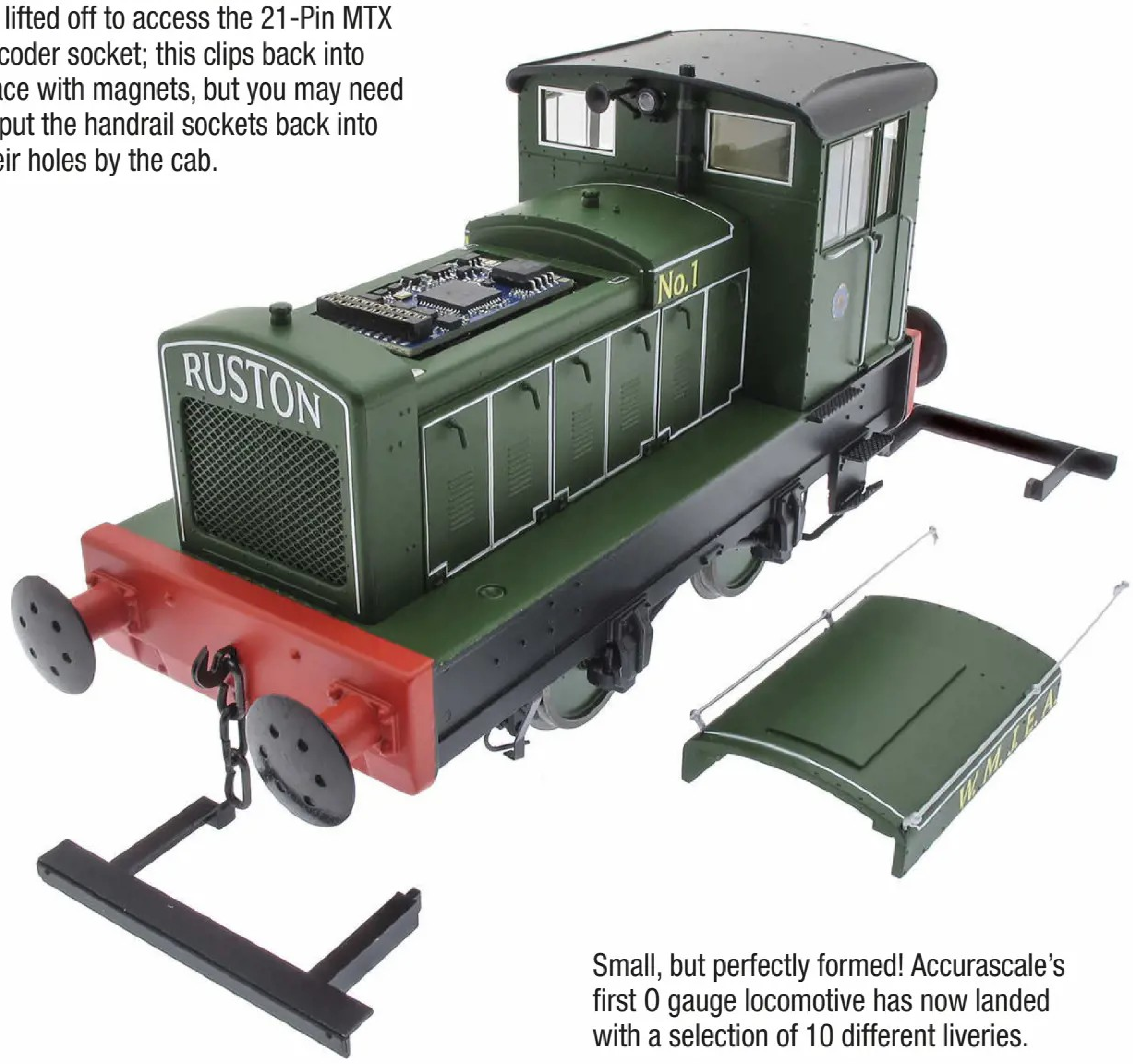
Our review model is of a 1949-built example of the 88HP Ruston, which was ordered by the West Midlands Joint Electricity Authority before the industry was nationalised for use on internal working at their Birchills power station, just to the north of Walsall. The tooling for the model accommodates for this early type with its single radiator grille and lamps on the front and rear of the cab and a smaller donkey engine housing on one side of the engine compartment. This style is also used for the green Babcock & Wilcox and dark red Eastern Gas Board models in the launch range. Examples from the 1950s onwards differ in having a two-part radiator grille and the front lamp on the front of the bonnet rather than the cab, with a larger donkey engine housing; the choices in this condition are Rail Blue No.20 as used at Reading's permanent way depot, BR green No.83 as used by the North Eastern Region Civil Engineer's Department in County Durham, a further rail blue livery for an NCB locomotive used at Staffordshire pits, NEI-Clark Chapman in Lined Blue, Bowaters pale green, the attractive Rowntree Mackintosh No. 3 in Lined Green and the latest, 1967 example, in the striking Tarmac olive green and yellow livery.

Overall, the quality is very good, belying its budget-friendly price-point, but the lower cab step on one side requires some attention. The decoration and livery are excellent, especially the white lining around the engine grilles. An etched RH plate for the rear of the cab is included in the detail pack, as are debris guards, which will need to be glued in place. It's easy to remove the cab roof to take a look inside, where the controls allowing operation from either side can be seen. Another aspect that is visually appealing is the unobtrusive drive mechanism, which has been minimised to give as much clear air beneath the chassis between the tiny 40.54mm wheelbase and fore and aft of that.

Performance is excellent, with a 5-pole skew-wound motor with brass flywheel, which drives both axles via a helical gearbox, ensuring loads in excess of 1kg can be managed and appropriately geared to reflect the limited 15.4mph top speed of these yard workers. If you are a DCC user, you will benefit from the PowerPack capacitor, giving stay alive power that lasts over 10 seconds, so smooth running and operation is achieved.

Our sound-fitted model gives an enjoyable range of sounds, with F6 creating the noise of the donkey engine used to prime and start the main engine. This can be run for as long as the user wishes to reflect different start-ups. Once happily running up and down, the sounds reflect a busy little workhorse, so you can extract maximum value from it in those micro-layout scenarios; great fun! If you opt to fit sound at a later stage, the speaker is already fitted.

The bonnet section and handrails can be lifted off to access the 21-Pin MTX decoder socket; this clips back into place with magnets, but you may need to put the handrail sockets back into their holes by the cab.

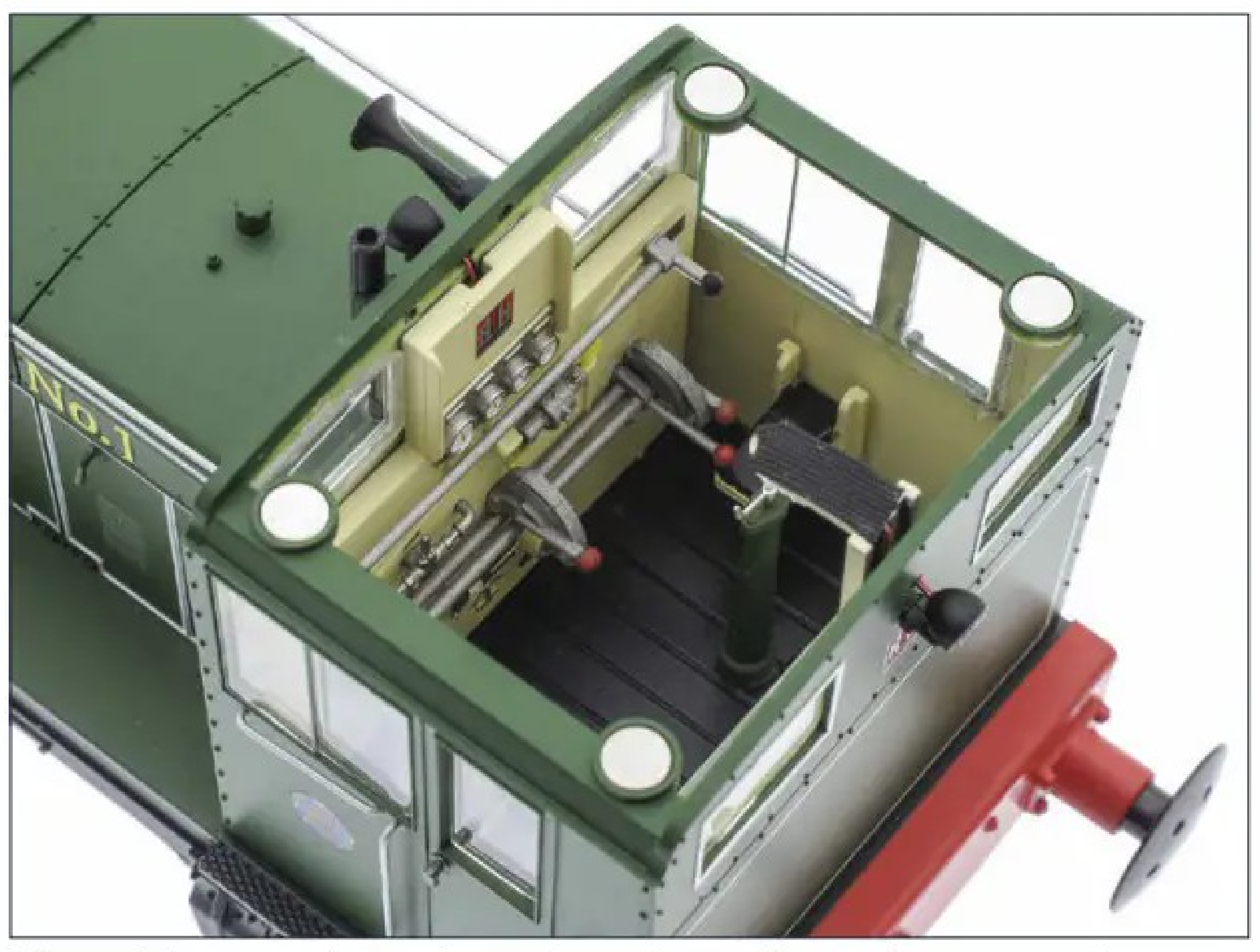


Small, but perfectly formed! Accurascale's first O gauge locomotive has now landed with a selection of 10 different liveries.

The liveries offered are far from exhaustive as the 88DS was in common use in various Gas Works, Paper Mills, Manufacturing Works, Refineries, Chemical Works, Quarries, Steelworks, Power Stations and Collieries and exported to Ireland, France, Holland, Portugal, Switzerland, Norway, Sweden, Turkey, Yugoslavia, Sierra Leone, Sudan, Kenya, Brazil, Argentina, India, Burma, Ceylon, Singapore, Malaysia, Indonesia, Australia, Rhodesia, South Africa and even Mauritius and Alderney.

RUSTON
W. M. J. E. A. No.1

The etched radiator grille can be partly seen through, revealing interior radiator detail.



The drive system housing is reduced as much as possible to give as much clear air as possible beneath the chassis, a very obvious trait of the prototype.

The cab roof simply lifts off to fit a crew or just to admire the level of internal detail and easily snaps back into place thanks to the magnets.

FACTFILE

Models: (review item in bold)
245033/1947 - Eastern Gas Board - Tottenham No. 12 - Dark Red
245034/1947 - Babcock & Wilcox No. P4937 - Industrial Green
262997/1949 - West Midlands Joint Electricity Authority No. 1 - Ruston Works' Green
338413/1953 - National Coal Board No. 63-000-352 - BR Rail Blue
408493/1957 - British Rail No. 20 - BR Rail Blue
408496/1957 - NEI-Clark Chapman - Lined Blue, with Arrows
412427/1957 - Bowaters Northfleet - Industrial Pale Green
432477/1959 - British Railways No. 83 - BR Green
441934/1960 - Rowntree Mackintosh No. 3 - Lined Green
518494/1967 - Tarmac Roadstone No. 655/29/38 - Tarmac Yellow Olive*
*Exclusive to Accurascale
Era: 1938 - preservation
Construction: Diecast chassis, plastic body and detailing parts
Weight: 495g
DCC provision: 21-pin MTX
Minimum curves: Radius 2 (1020mm)
Accessories: Debris guards, etched Ruston badge

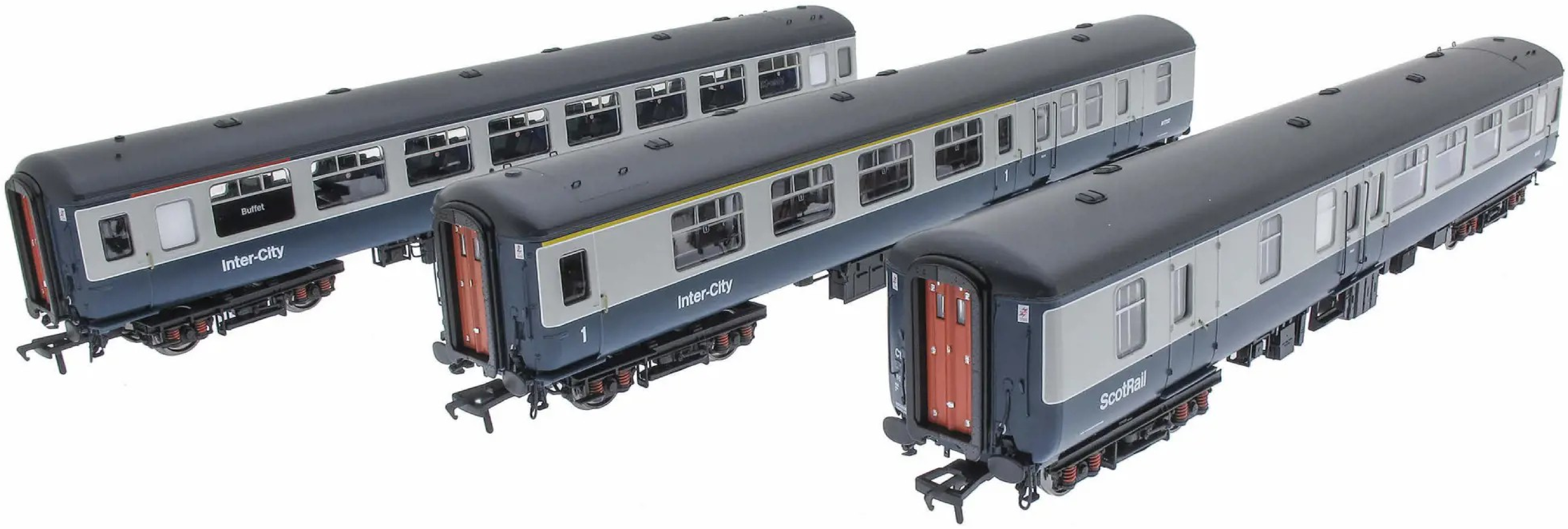
WHAT WE LIKE

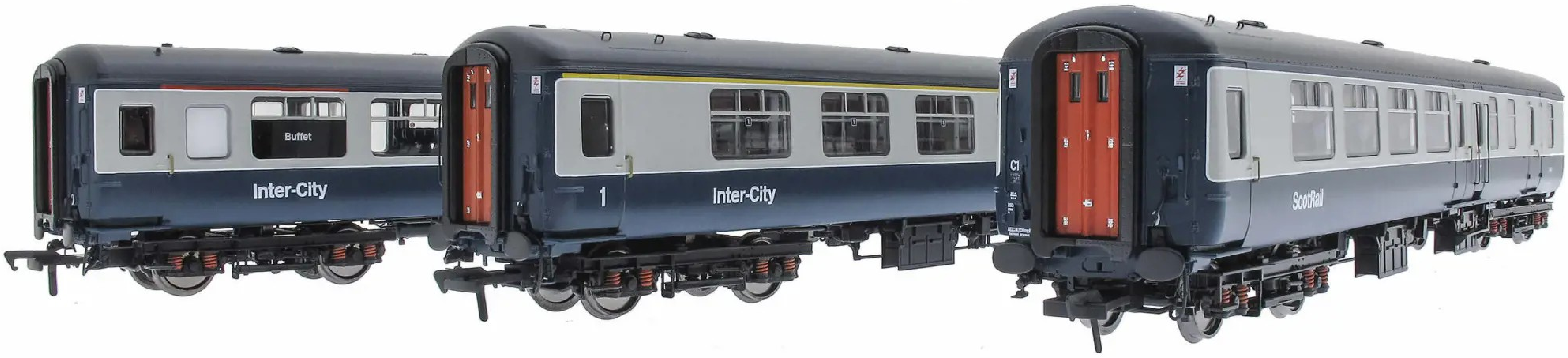
✓ Excellent performance for its size
✓ Sound files
✓ Quality and value

00 1969 - preservation £££ 74.95

Accurascale Mk.2c coaches

Andy York





From 1969, British Rail built a total of 250 Mk. 2c coaches at its Litchurch Lane works in Derby principally for the London Midland Region, adding to the earlier Mk.2b of which 111 were built. Visually similar, the main external differences were the arrangement of the roof ventilators and the single 'air-con' window panel to the toilets. The main distinguishing feature of the coaches was, however, inside with a change from the traditional arced roof interior to a flat 'false' ceiling with lighting, which gave the capacity to fit air-conditioning equipment above ceiling level. This capability was never utilised, but pointed the way to future versions.

The initial build was of Tourist Second Open (TSO), Corridor First (FK), Open First (FO), Brake Corridor First (BFK) and Brake Open Seconds (BSO) with four further types created in the 1980s; SK and SO (declassified from first class), Corridor Composite (converted from FK for Scottish Region services) and a mini buffet with trolley space, known as TSO(T). No manufacturer has made the Mk.2c coaches up to now, so it's unsurprising that demand has been very high with customers.

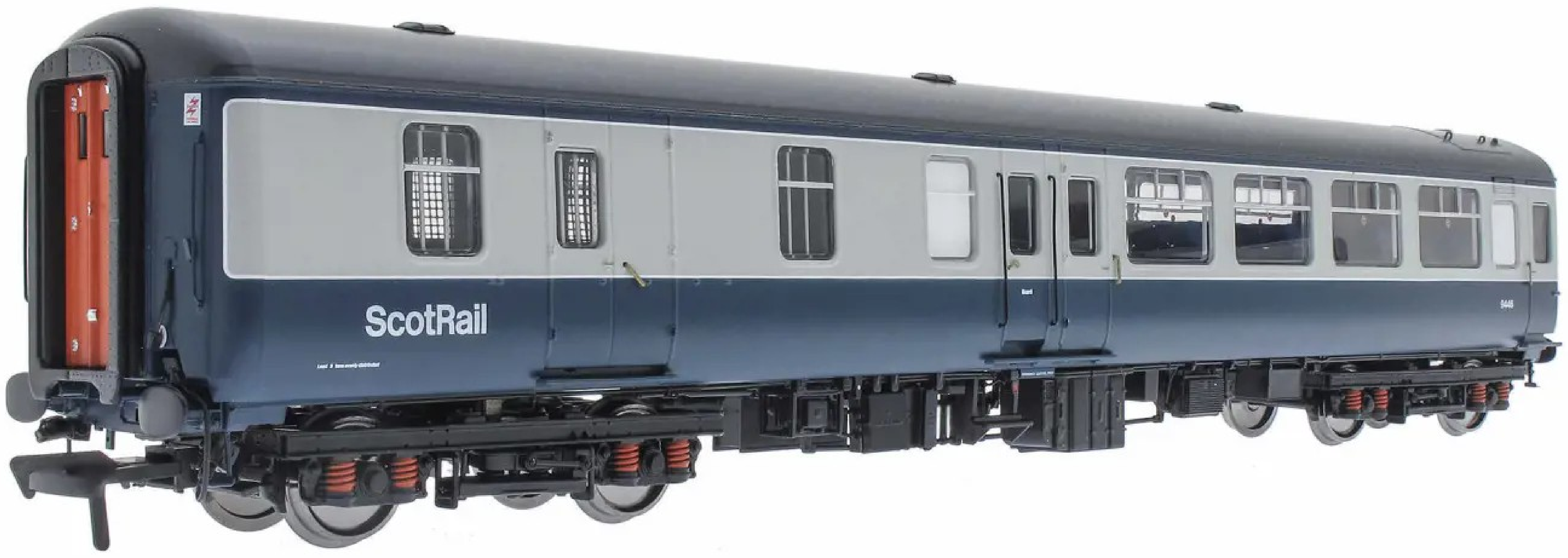
Accurascale's launch products cover the life of this version with models in original blue/grey, InterCity, Scotrail branding, Network SouthEast, Trans-Pennine, Regional Railways and West Coast Railways. These are available directly or through stockists in addition to two Civil Engineers liveries as Accurascale Exclusives.

The general style of the models matches the specification of the earlier Mk.2b coaches with separately-applied etched metal and plastic parts, including handrails, brake/steam heat pipes, ETH cabling and sockets, footsteps, dummy drophead knuckle coupler and roof vents. The same B4 bogies with blackened RP25.110 profile wheel-sets with 14.4mm back-to-back measurements and 26mm over pinpoints sit beneath the body, which have provision for re-gauging to EM or P4 with the fully-detailed underframe, including numerous separate parts, pipe runs giving accurate differences between versions.

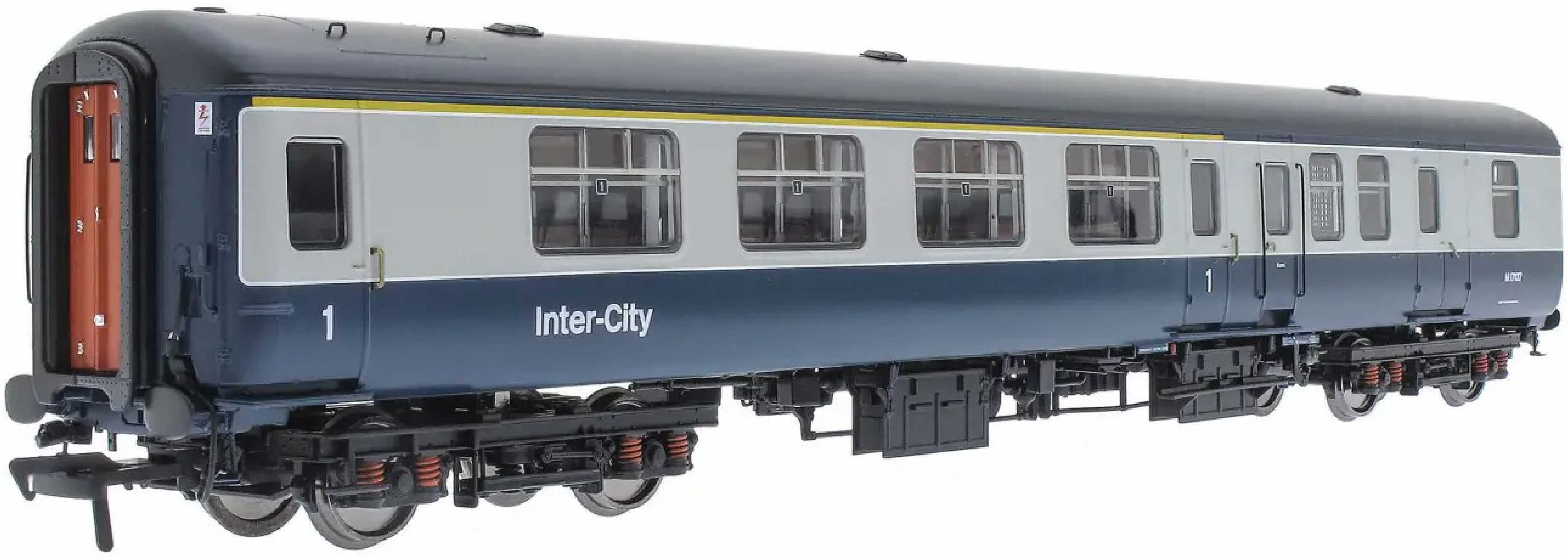
The livery application and printing is excellent, with fine definition and no fuzziness; some users have noted a very slight difference in the blue and grey tones from the Mk.2b, but this is in no way problematic as paint colours often varied through time and usage.

The prism-free glazing gives clear views into the interior, with the distinctive winged headrest seats and tables, which are readily visible once the lighting is on. The lighting draws power from the track, giving realistic light levels with 'Stay-Alive' capacitors giving flicker-free performance (whether you are an analogue or DCC user), which can easily be turned on or off with the magnetic wand that is included with every model. The lighting stays on for a good few minutes, which means, even on DC, the train will stay lit during station stops.

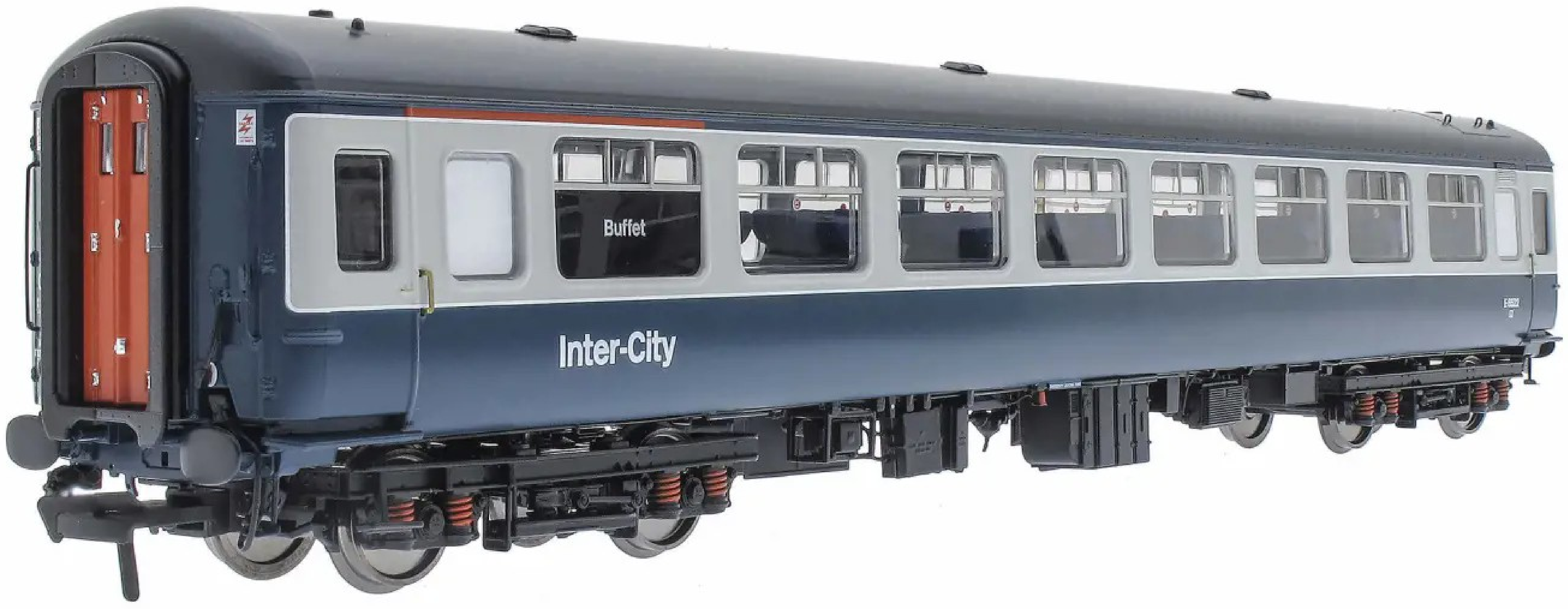
Overall, these coaches are a welcome and excellent addition for those whose interests include the 1970s and 1980s.



40 Brake Second Open coaches were built, our review sample shows one of the ScotRail branded vehicles dating this to 1983 onwards.



26 Corridor Brake Firsts were built; this brings back happy memories of travelling alone in a downgraded (with window stickers) coach on a glorious spring day from Oxford to Hereford behind a Class 50 in the early eighties.



The TSO(T) shows the mini-buffet end of the open second coach following the 1981 conversion for use on Scottish, cross-country and Trans-Pennine services.

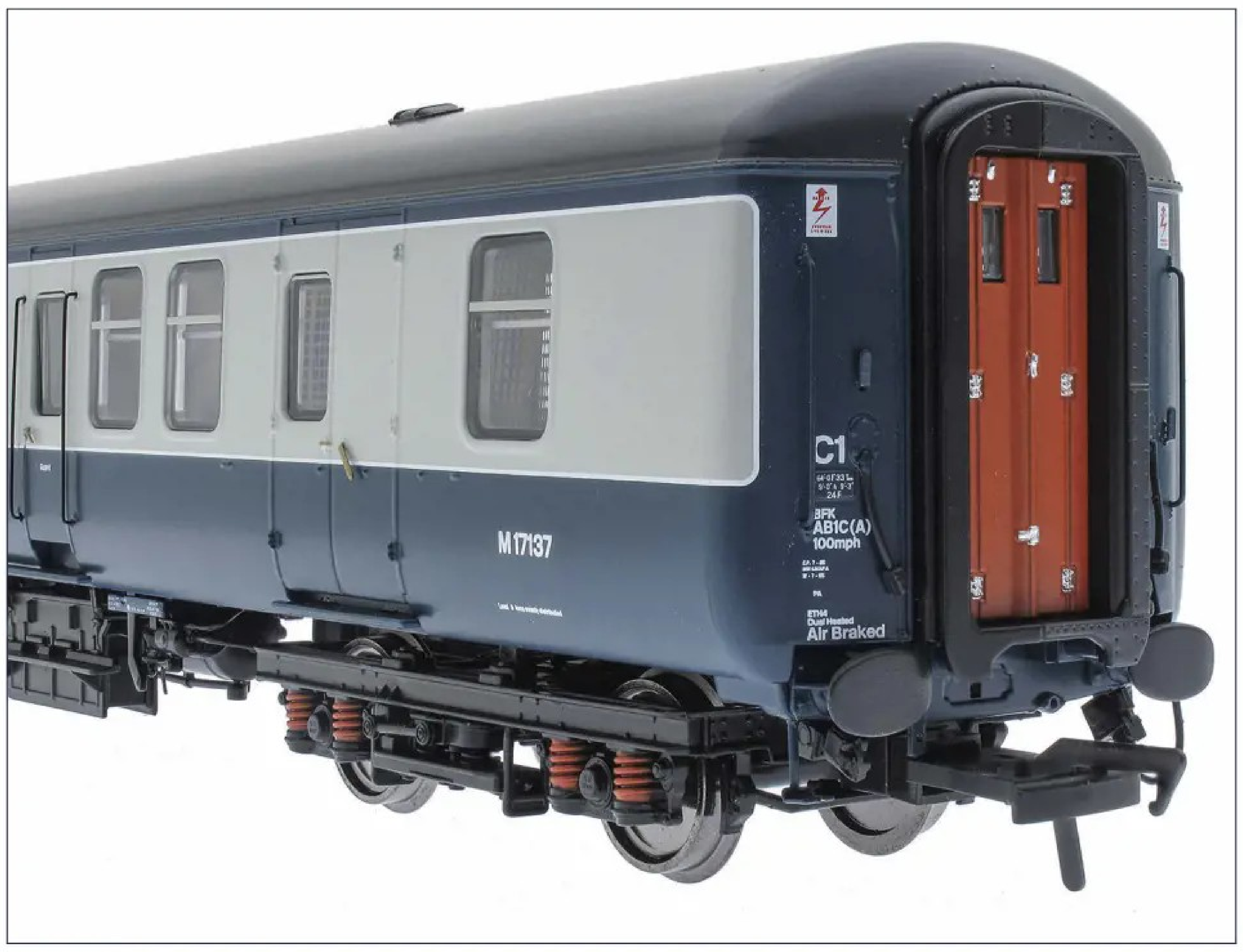
FACTFILE

Models:
West Coast Railway – BSO, TSO(T)
Inter-City BFK
Trans-Pennine - TSO
Regional Railways - BSO, TSO
Dir. Civil Engineering - FO*
Civil Engineers Preston - BSO*
Network Southeast - BFK, TSO(T)
Blue/Grey - CK, BSO (2), BFK, TSO(T), SK, FK, SO, FO, TSO (3)
Era: 1969 – preservation
Construction: Plastic
Weight: 151g
Minimum curves: Radius 2 (438mm)
Accessories: Brake pipes, magnetic close couplers, retracted and non-retracted buffers

WHAT WE LIKE

- ✓ Livery application and sharpness of print
- ✓ Magnetic close-coupling
- ✓ Interior lighting and detail
- ✓ Glazing
- ✓ Underframe detail

Underside detail is excellent. The wording on the sign for the brake reservoir isolation cocks is perfectly legible under magnification!



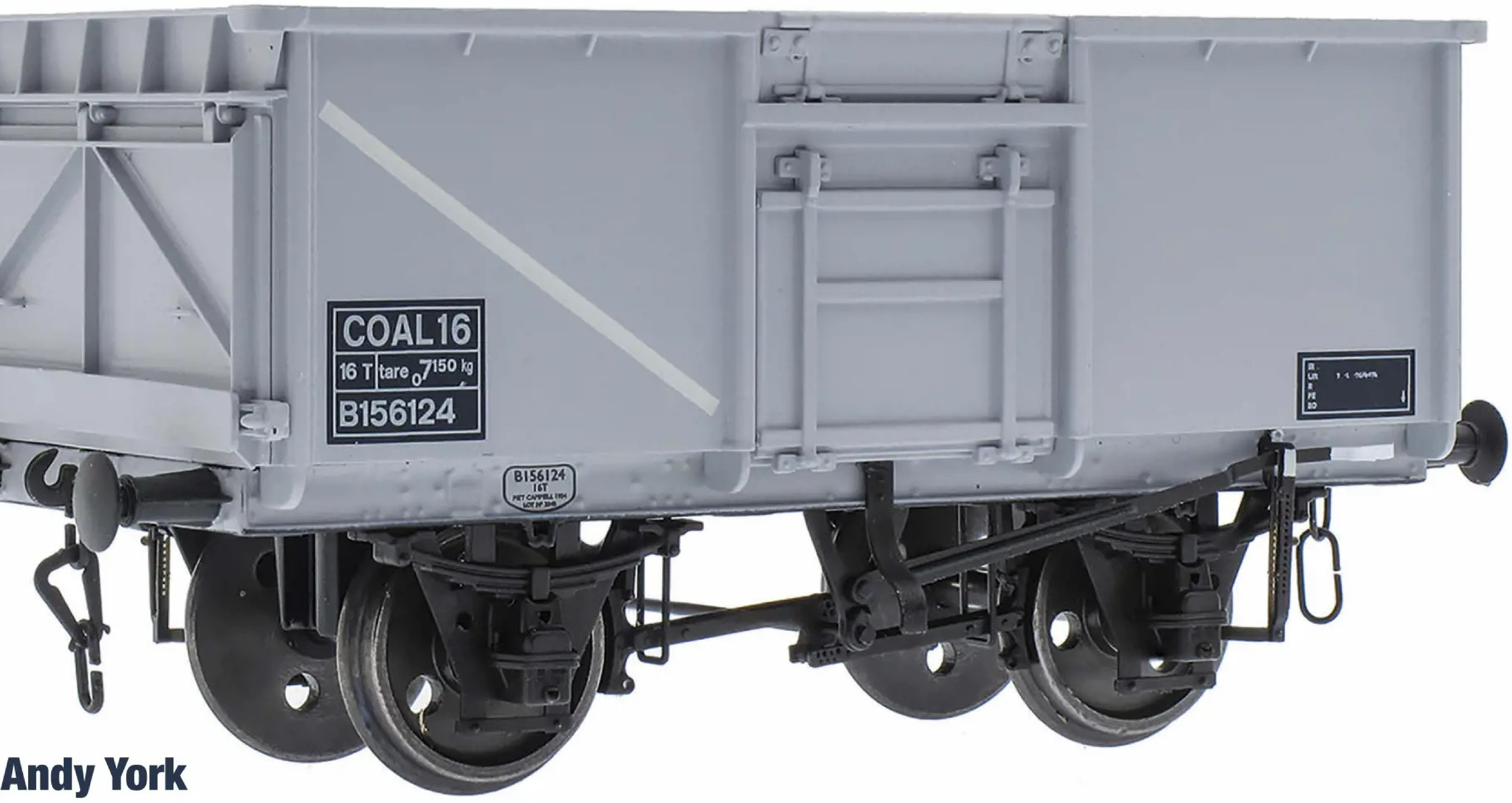
The end of each coach features superb detail decoration with fully legible text.

Buffet
Inter-City

Accurascale has launched nine different livery types.

00 1951 - preservation £££ 74.95

Accurascale 16T mineral wagons



Andy York

Once one of the most numerous vehicles on the network, the humble 16T mineral wagon in its various forms numbered over 220,000 examples and could be found anywhere and everywhere. At last, we will have a model to contemporary standards improving on the variety, appearance and quality of what has been previously available, making Accurascale's new model the first choice for those modelling a 30-year span on the main line, plus industrial and preserved scenes.

From the numerous variants that fit within the broad 16-tonner nomenclature, Accurascale has initially chosen the most populous and useful types of the original welded and riveted bodies and rebodied types, which are of Diagram 1/108 and 1/109 with a suite of tools that add to the three body types with fabricated and pressed panel end doors, three types of buffer housings, including Dowty Hydraulic Buffers, BR standard and square axleboxes, standard and pressed handbrake levers and Morton and double unfitted independent brakes. Corrosion and bad handling were the curse of the mineral wagon, so from 1971 onwards, a policy of rebodying those wagons whose underframes were deemed to have a service life of 10 years plus was put into place. All the rebodies were of the welded type, and the bottom of the body was curved to try and offset the causes of corrosion, as well as the removal of the top door, either by replating or plating over.

Separately-applied bottom and top doors allow the interior detail of the wagon to be captured. The end doors are also separately applied, allowing the alternative pressed steels versions to portrayed. Brake assemblies and door bangers are also separate parts to allow for flexibility in catering for various types of brake types and add extra relief.

The diecast chassis assists in nicely weighting the wagon, although some of the finesse of the detail is lost when painted, particularly the light grey solebar examples. Speaking of grey, the unfitted grey is a slightly darker, and thus improved, shade of grey compared to Accurascale's 21T wagons. A variety of markings are nicely printed, adding variety even with a pack of three wagons, which the models are sold in, of which there are 20 in the launch range, including industrial liveries for the NCB, CEGB and ICI (the history of the ICI POO wagons is covered in David Ratcliffe's accompanying article in this issue) and blue internal user wagons found at BR's Horwich works. Our exclusive edition model of these wagons in British Steel scrap usage is also covered in this issue.

The detail and the quality of that detail is what sets these models apart from any predecessors, with eroded metal, plastic and wire detail parts, including handrails, grab handles, side-door handles, lamp brackets, brake gear, draw gear, turned metal sprung buffers, with optional 3-link and Instanter couplings included in the accessory pack.

It's a mundane wagon but an exceptional model and should grace many a layout from steam through to the early 1980s.

Fabricated and pressed-panel end door styles can be found within the launch range.

Different buffer styles are catered for, with interior door panels shown in the interior.

Each pack of wagons offers a variety of styles of markings; all taken from original photographs.

With the structural elements of the chassis covered, further coupling spring detail can be seen once the NEM couplings are removed, with the mountings discreetly placed behind the wheels.

WHAT WE LIKE

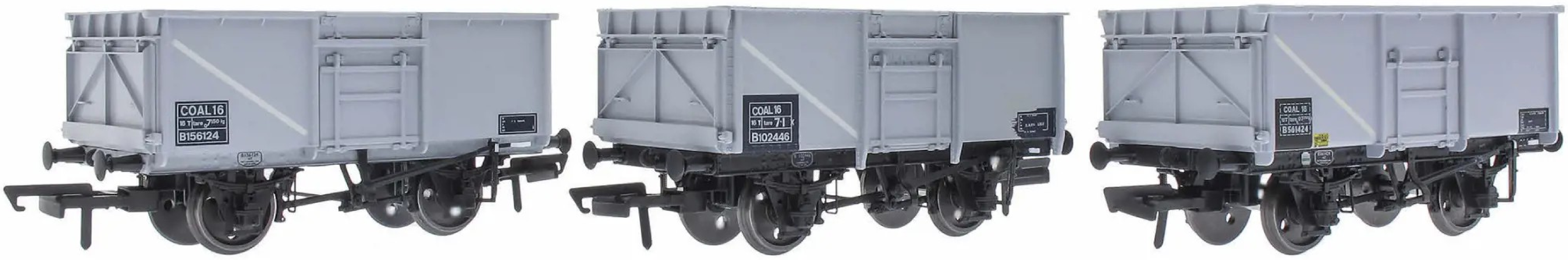
- ✓ Detail variations
- ✓ Moulding quality
- ✓ Value for money

The metal W-irons with plastic parts, fine underframe detail and even different types of brake level, ensure a much finer appearance to the models than previous 16-tonners.

FACTFILE

Models:
Pack A - 1/108 - BR Freight Grey (Original text on black panels)
Pack B - 1/108 - BR Freight Grey (Original text on black panels)
Pack C - 1/108 - BR Freight Grey (Original text on black panels)
Pack D - 1/108 - BR Freight Grey (Pre-TOPS COAL 16)
Pack E - 1/108 - BR Freight Grey (Pre-TOPS COAL 16)
Pack F - 1/109 - BR Freight Grey (Original text on black panels)
Pack G - 1/109 - BR Freight Grey (Original text on black panels)
Pack H - 1/109 - BR Freight Grey (TOPS COAL 16)
Pack I - 1/109 - NCB (Onllwyn Colliery) Overall Slate Grey
Pack J - 1/109 - BR Freight Grey (Original text on black panels)
Pack K - MCO - BR Freight Grey (with Data Panel) TOPS
Pack L - MCO - BR Freight Grey (with Data Panel) TOPS
Pack M - MCO - BR Freight Grey (with Data Panel) TOPS
Pack N - COAL 16 (Rebody) - BR Freight Grey (Pre-TOPS COAL 16)
Pack O - COAL 16 (Rebody) - BR Freight Grey (Pre-TOPS COAL 16) -
Pack P* - POO - ICI Mond Division Blue/Red
Pack Q* - POO - ICI Mond Division Blue/Red
Pack R - 1/108 - NCB (Bates Colliery) Black
Pack S - MCO - CEGB (Kearsley) Yellow
Pack T - MCO - Horwich (Internal User) Rail Blue
* Accurascale Exclusives

Era: 1951 – preservation
Construction: Plastic
Weight: 37g per wagon
Minimum curves: Radius 2 (438mm)
Accessories: 3-link and instanter couplings

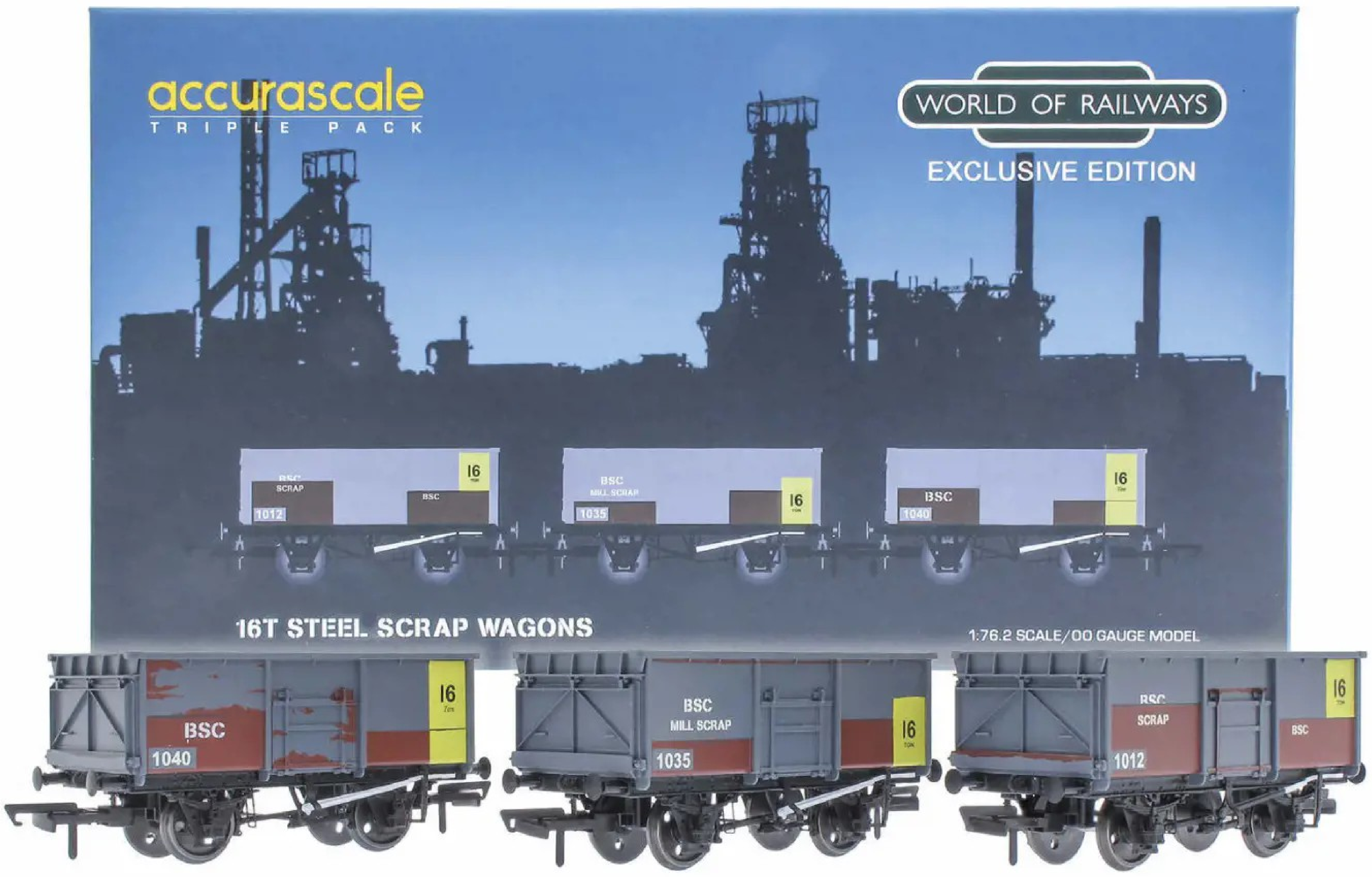


Three distinct body styles are covered with Dia.1/108 welded body (Left), Dia.1/109 riveted body (Centre) and a re-bodied welded example (Right) with a curved edge to the bottom of the body and without the top door.

00 1970s - 80s £££ 74.95

Accurascale 16T BSC scrap wagons

WORLD OF RAILWAYS EXCLUSIVE



The set of three wagons bear distinctly different markings and decoration, forming an ideal basis to extend your weathering skills.

Andy York

FACTFILE

Models:
WOR00114 Accurascale 16T Mineral - British Steel scrap wagons – Pack of 3
Era: 1970s – 1980s
Construction: Plastic body and etched parts
Weight: 37g per wagon
Minimum curves: Radius 2 (438mm)
Accessory pack: Instanter and three-link couplings

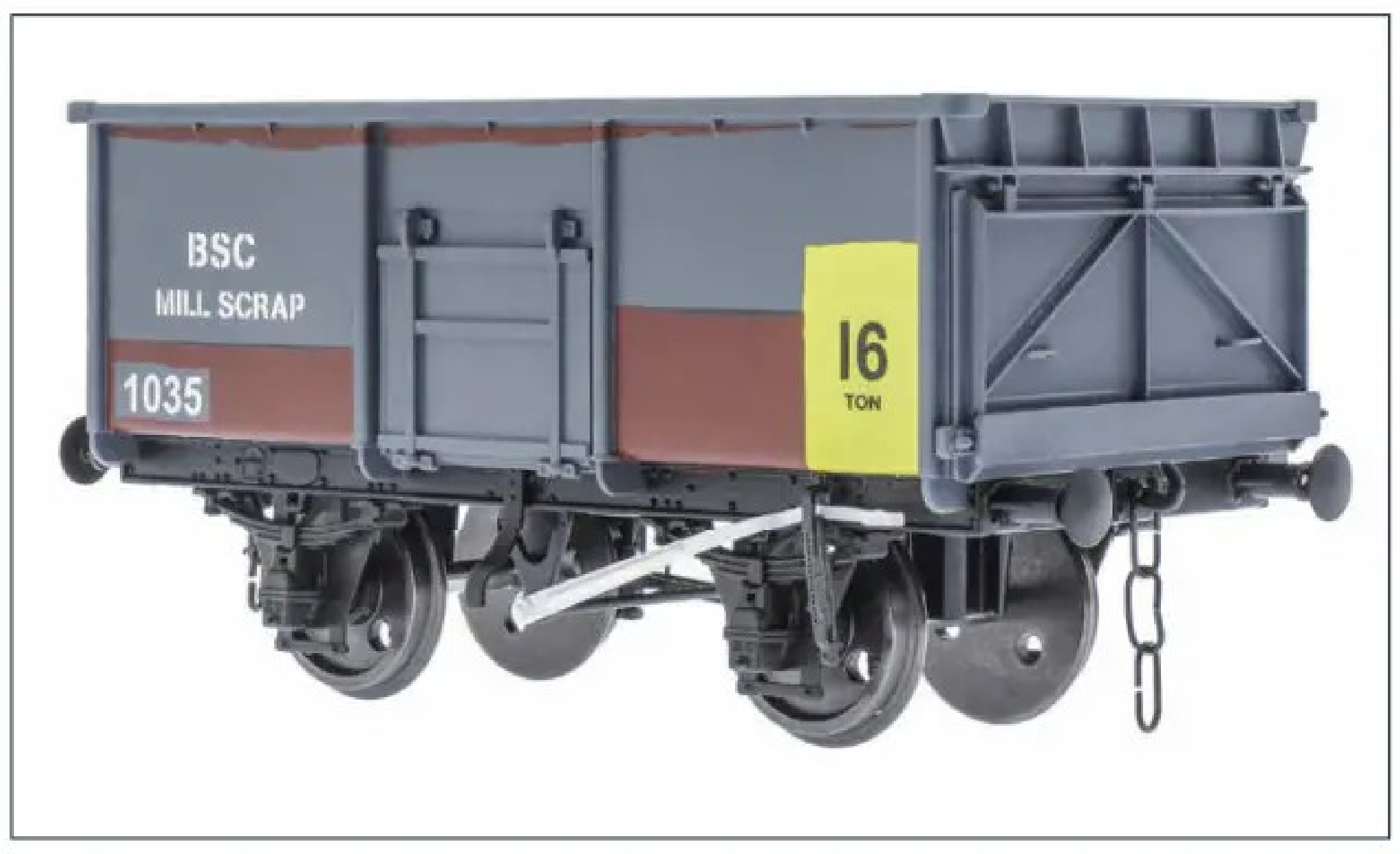
WHAT WE LIKE

✓ Underframe detail
✓ Decoration

We are delighted to announce the arrival of our exclusive set from Accurascale; a set of three British Steel-marked scrap wagons in a distinctive industrial livery.

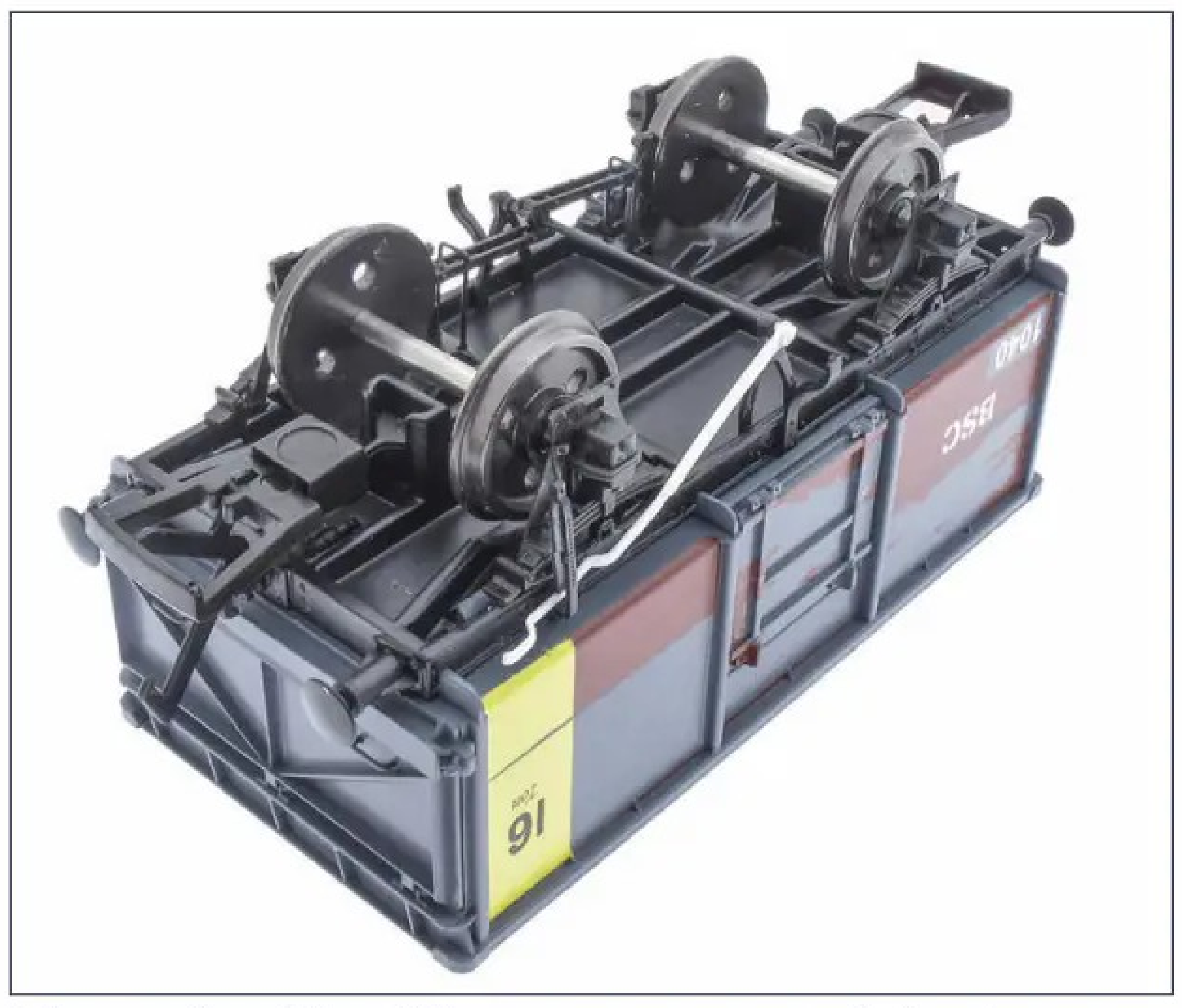
British Steel acquired life-expired 16T minerals, along with other types, for conveying scrap material to furnaces for recycling, resulting in a hotch-potch of types, repairs and condition in an internal use livery, which was frequently little more than locally-applied ownership marking, numbers and weights, displayed for the benefit of those handling the materials.

Our set of three British Steel Corporation-marked vehicles with patches, local renumbering and weight panels are based on internal use wagons from within South Wales steel sites, dating through the 1970s to 1980s. Although the livery of the wagon is in the style of these beaten, tatty and weathered wagons, which means they are ready to go into action, it's a head start for you as a modeller to create an individually-created, unique model.



The wagons feature locally-painted markings with red oxide re-panelled sections and scrape marks.

The models feature a die-cast chassis base with many etched, plastic and wire detail parts, including handrails, grab handles, side-door stops, brake gear, draw gear, with 3-link and Instanter couplings in the accessory pack.



The underside of the wagon accurately shows the framework and brake mechanisms.

Inside the wagon, the side and doors are seen to be separate parts.

Specific livery elements to this exclusive edition:

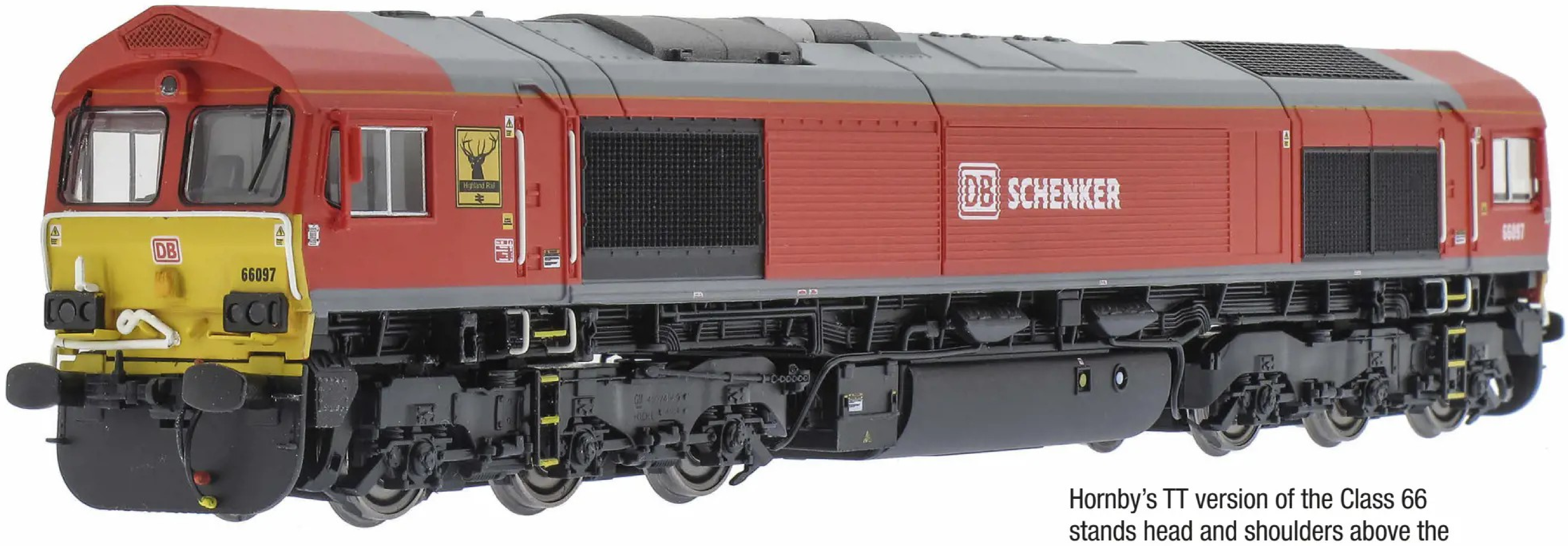
- Grey body with rust-coloured patched panels and scrape marks
- Dark grey weld seam lines to re-panelling
- BSC and wagon designation in white lettering
- White-painted handbrake lever
- Yellow load weight panels and lettering

The price is £74.95, plus postage for a boxed set of three wagons. The production run is strictly limited to 250 sets. Sets can be ordered at **worldofrailways.hooluh.co.uk**

TT:120 1998 - present £££ 159.99-214.99

Hornby TT:120 Class 66

Andy York



Hornby's TT version of the Class 66 stands head and shoulders above the OO model in terms of detail.

Hornby's TT:120 range now stretches into the contemporary era with the release of the Class 66, which is a 'must-have' for anyone modelling the last 25 years or so. The initial products concentrate upon more recent ownership and liveries, with GBRf, Colas and the DB Schenker model reviewed. There are two distinct body styles; the original style with smaller bodyside grilles and original three-part cab windows as seen on our review model, and the later low emissions bodystyle with larger side grilles and two-part cabside windows as carried on 66714 and 66779 in its 'Evening Star' livery – the last Class 66 brought into service and earmarked for preservation. Further tooling variations are evident with original and BMAC light clusters, fuel tank sizes and, in the case of the cherry red liveried DB model, wing mirrors to aid visibility in yard use and shunting.

Add the complex wiring runs and conduits below the bodysides and bogie detail and we're already well ahead of the spec of Hornby's OO model, and that's before we get to the all-wheel pick-up and 5-pole motor, which, with its substantial (for its size) 200g weight, gives smooth, quiet and strong performance. With directional and cab lighting plus the capacity to install a speaker in addition to a Next18 decoder, the model does cover the features customers of today expect. The body simply unclips with one clip midway along each side, making upgrading easy, although each model is available as DCC-ready or TXS sound-fitted. Another delight is the alternative bufferbeam and air dam with piping and cosmetic buckeye coupling, which is very easily fitted by pulling out the TT coupling and original bufferbeam and push-fitting the replacement.

The decoration of the model is good with fine printing, including the Highland Rail stag vinyl, which the locomotive was seen to carry during the 2020-2022 period at least. I'm very impressed with the model overall and there are, obviously, many, many more liveries that could be catered for in the future.

FACTFILE

Models:
TT3016M GBRf 66714 *Cromer Lifeboat*
TT3017M DB Schenker 66097
TT3018M GBRf 66779, *Evening Star*
TT3019M Colas Rail 66850, *David Maidment OBE*
TT3020M GBRf 66789, *British Rail 1948-1997*
Era: 1998 - present
Construction: Plastic body and chassis for coaches, diecast chassis for power cars
Weight: 202g
RRP: £159.99 (DCC Ready) - £214.99 (TXS Sound)
DCC: Next18
Minimum curves: Radius 1
Accessory pack: Detailed bufferbeams

WHAT WE LIKE

- ✓ Shape and detail
- ✓ Superb livery application
- ✓ Quality feel

The roof grilles are quite fine, but do not feel like they would be damaged with normal handling.

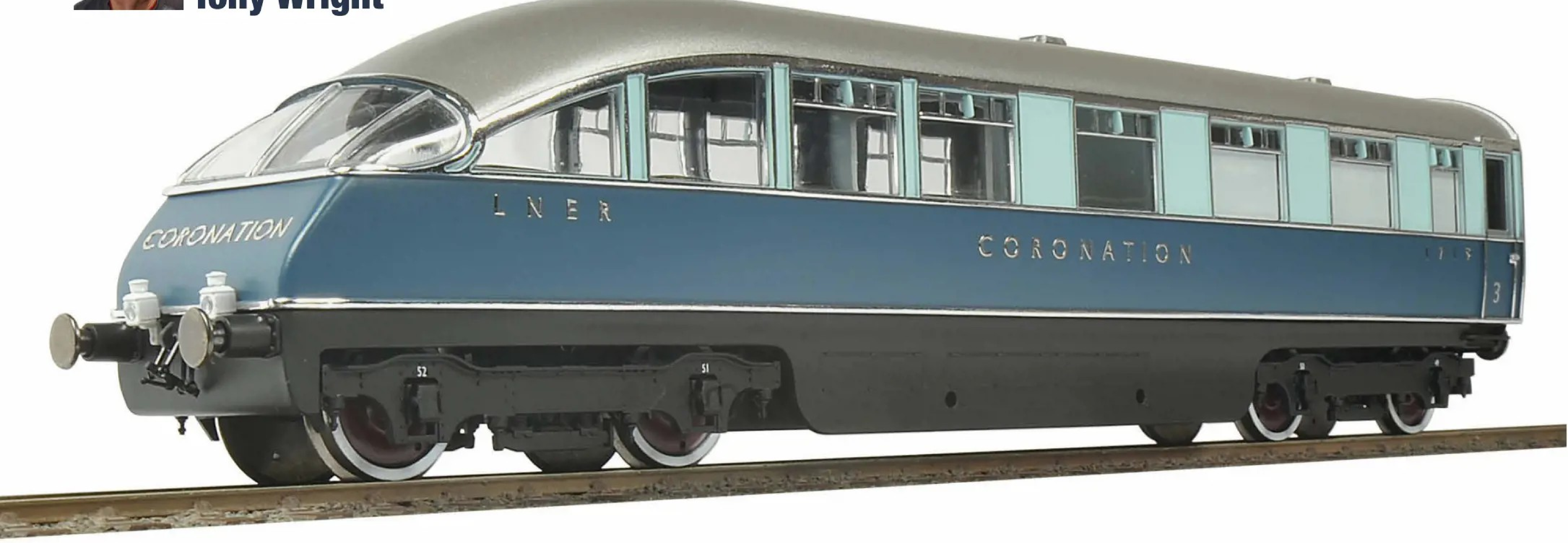
The exhaust and silencer look the part with a nice 'in service' look to the components.

The review model features a Highland Rail stag vinyl, which is seen on images from 2020-2022.

00 1937-1939 £££ 81.99

Hornby Coronation Observation Car

Tony Wright



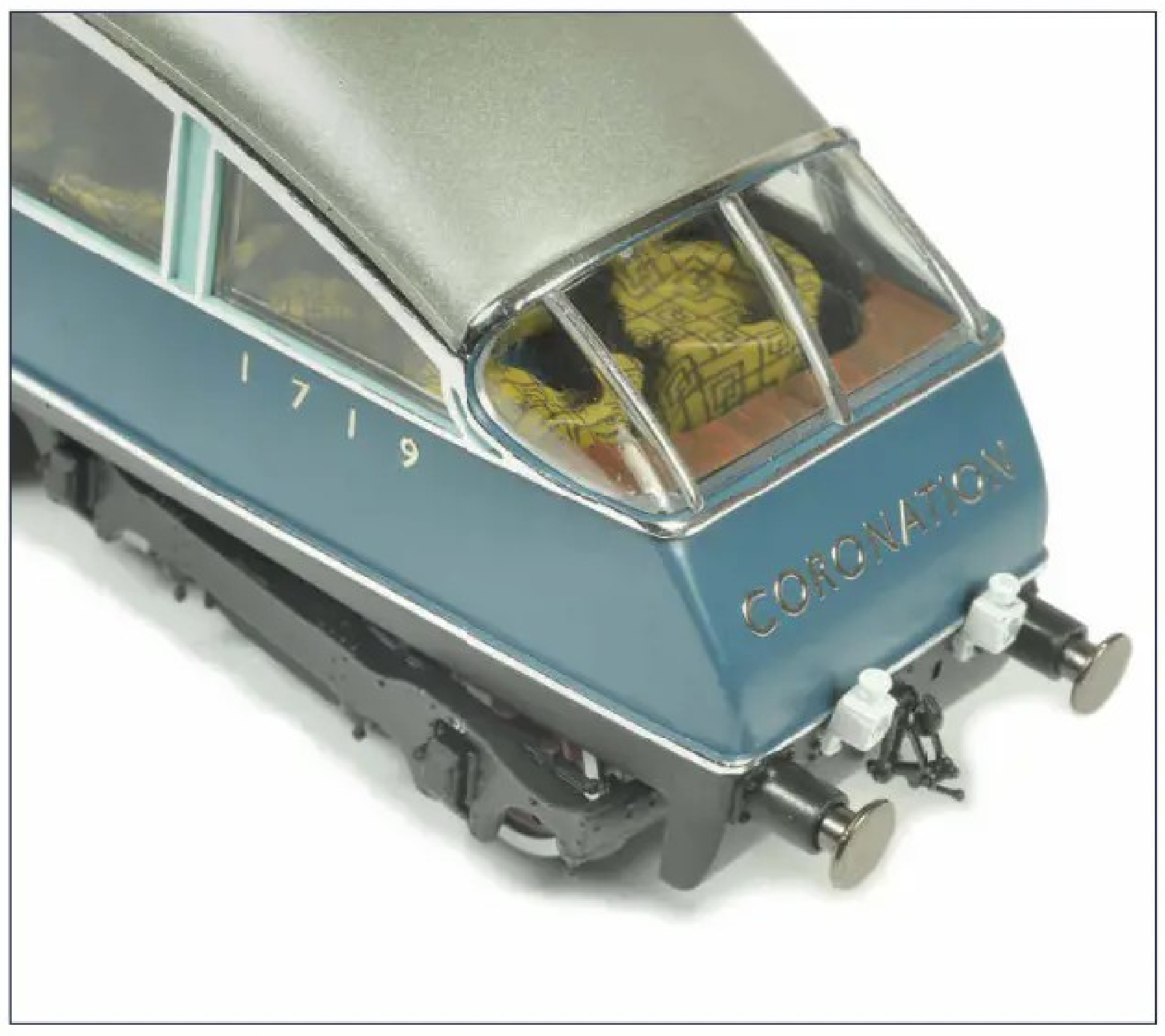
Having reviewed six of Hornby's Coronation cars for the February 2025 issue of BRM, I've now received the Observation Car; which completes the (nine car) set for running in the summer months (during the winter timetable, the Observation Cars were not used because most of the respective Up and Down journeys between Edinburgh/London were made after dark). The Observation Cars were the only single-units in the rakes, the others being articulated.

This model is, as expected, fully up to the same standards as the rest of the set. The question was asked on the cover of BRM if Hornby's Coronation coaches were the best Hornby models of 2024? I'd answer it by saying that they're the best models for many a year I've had to review, from any manufacturer, and this tail-end vehicle is exquisite in every way; from the overall accuracy, standard of finish and running qualities. Regarding the last-mentioned, all the wheels are true-round with consistent back-to-backs, enabling this car to ride with perfection over Peco points/crossings and hand-made trackwork – truly 'finescale' OO! Attention to detail is stunning – from the perfect interior (with individual armchairs, which could be hired by passengers en route for one shilling per hour) to the twin tail lights (twin, in case one became extinguished during the journey because of the train's high speed). The interior is fully-lit (with a capacitor onboard in the luggage area to keep the lights on even if the current is interrupted), as are the twin rear lamps (these appear very bright in my photographs, but this was for effect in a darkened room; under 'normal' lighting conditions, their level of illumination is just fine).

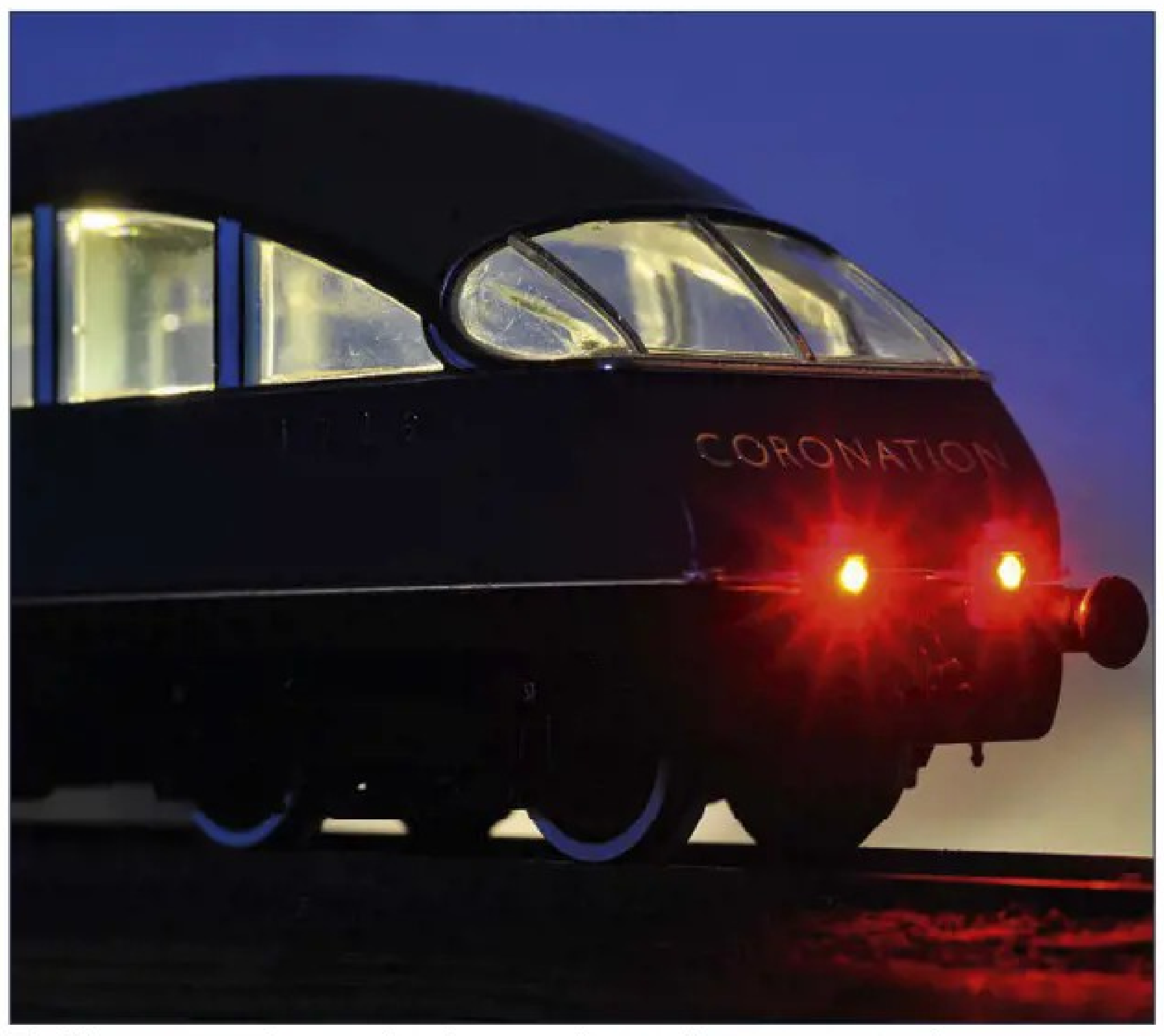
I wonder if Hornby will offer number 1729 as well as this 1719. Who knows, there might be someone out there who will buy two Coronation sets. If he/she models the ECML just north of Northallerton, the two could pass!

I doubt if Hornby will make a model of the Cowlairs cars for BR days, but the beaver tail survivor in model form would look lovely in BR livery. All the underframe detail (hidden behind the skirts) is there, so let's hope. As it is, just enjoy this outstanding model as a single, museum-standard item, even if you don't buy the whole Coronation train.

Thoroughly recommended.



The individual armchairs are beautifully represented.



Full power in a darkened environment shows the illumination.

FACTFILE

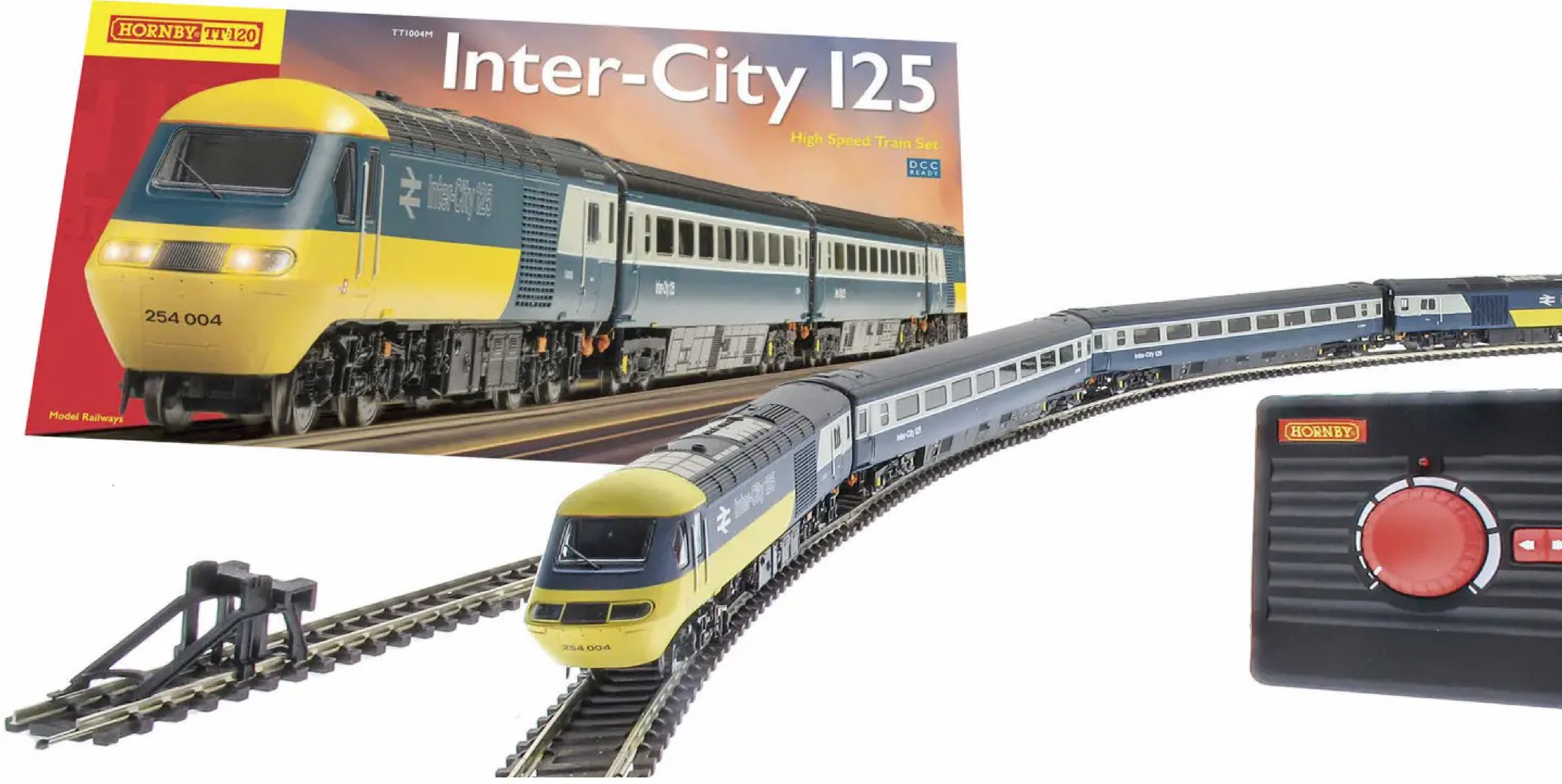
Model: R40227 LNER, Coronation Observation Car, 1719 - Era 3
Era: 1937-39
Construction: Plastic, with metal wheels and buffer heads
Weight: 170 gms
Minimum curves: Radius 2

WHAT WE LIKE

- ✓ Superb quality of finish
- ✓ Overall accuracy
- ✓ Excellent running qualities

TT:120 1976 - present £££ 249.99+

Hornby TT:120 HST Train Set



Andy York

It was like being a kid again, opening up a trainset and going back to basics. Great fun!

Having recently reviewed, and been wowed by, Hornby's TT:120 HST in the form of the power cars and coaches, it was still a pleasure to take a closer look at the train set packs that were announced after the component elements. The set is available in DCC-ready form with a transformer and controller and also as sound-fitted with a transformer with control via the HM7000 app on the customer's device. Each set includes 12 third radius track sections, eight straights (including a power straight), a left-hand point with accompanying curve and a re-railer. The rear of the box shows an image of a TT trackmat, but I couldn't find one in the review sample box. Suggested designs are shown on the box, with the appropriate product codes for the extension packs to achieve this.

While it could be argued that it would have been good to see an alternative vehicle and set numbers from the main range to encourage additional purchases, it has to be said that these packs offer excellent comparative value as the whole set can be purchased for little more than the cost of just the pair of power cars in the main range, in fact, £10 less in the case of the sound-fitted example.

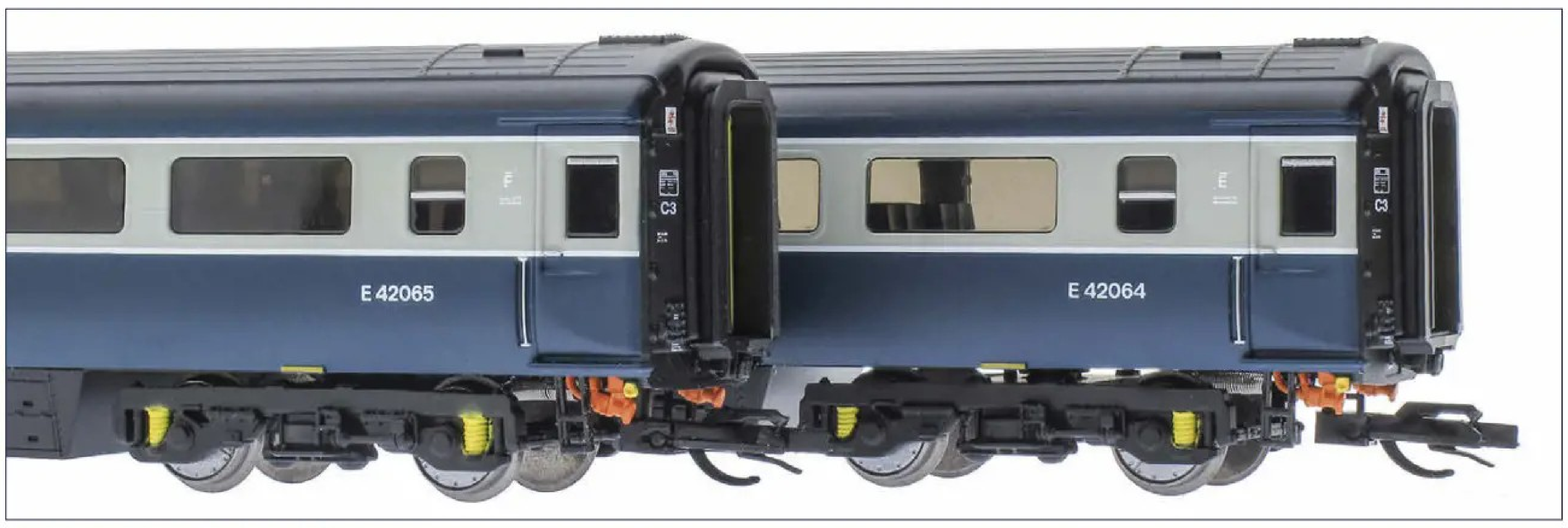
I would certainly opt for the sound-fitted version, anyway, but I found the controller with the analogue set to be of cheap build quality with a knob that wasn't comfortable or smooth to use; a major consideration if this set was bought for a youngster.

FACTFILE

Models:
TT1004M High Speed Train Set
TT1004TXSM High Speed Digital Train Set (With Sound)
Era: 1976 - present
Construction: Plastic body and chassis for coaches, diecast chassis for power cars
Weight: Power cars – 153g and 81g, coaches - 50g
RRP: £249.99 (DCC ready), £339.99 (DCC Sound)
DCC: Next18
Minimum curves: Radius 1
Accessory pack: Cosmetic buckeye couplings

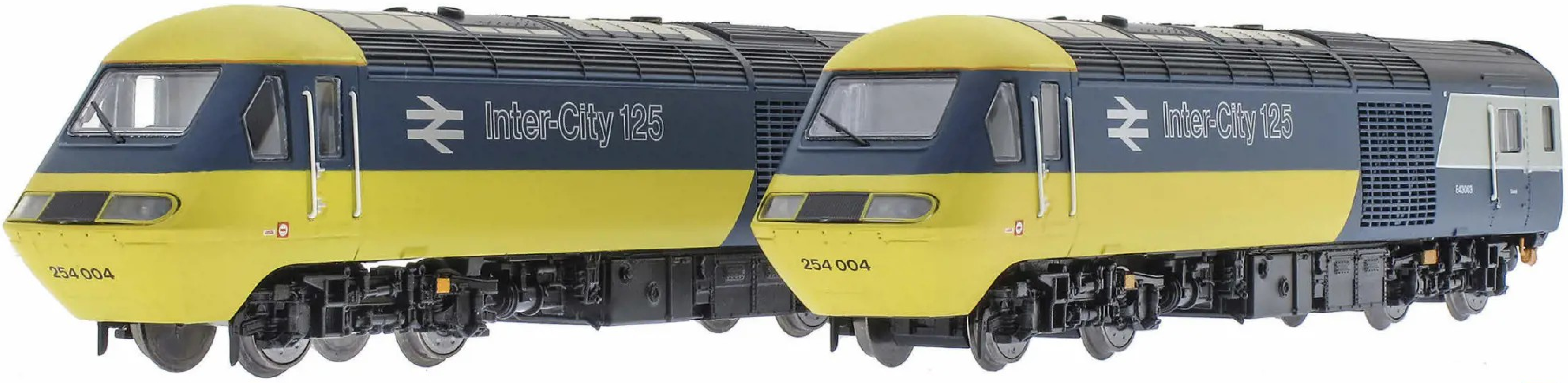
WHAT WE LIKE

- ✓ Superb livery applications
- ✓ Fully numbered trains fitting in reasonable space
- ✓ Bogie and underframe detailing



Two Trailer Standard class coaches form the basics of the train, which would surely be added to.

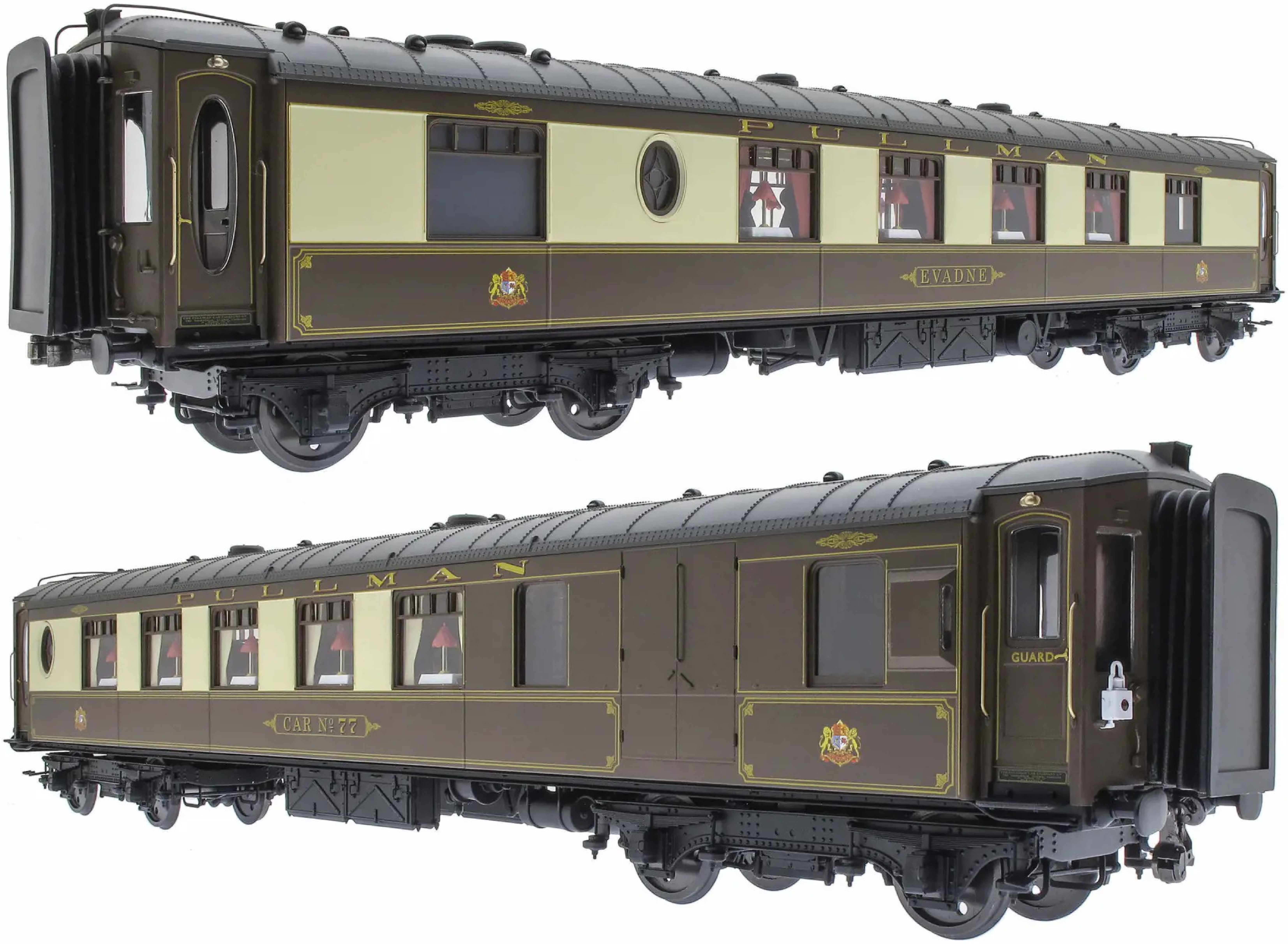
The power car pair are numbered the same as the earlier release, one of the early ECML Class 254 sets.



0 1928 - preservation £££ 399 - 3,750

Darstaed K-Type Pullman cars

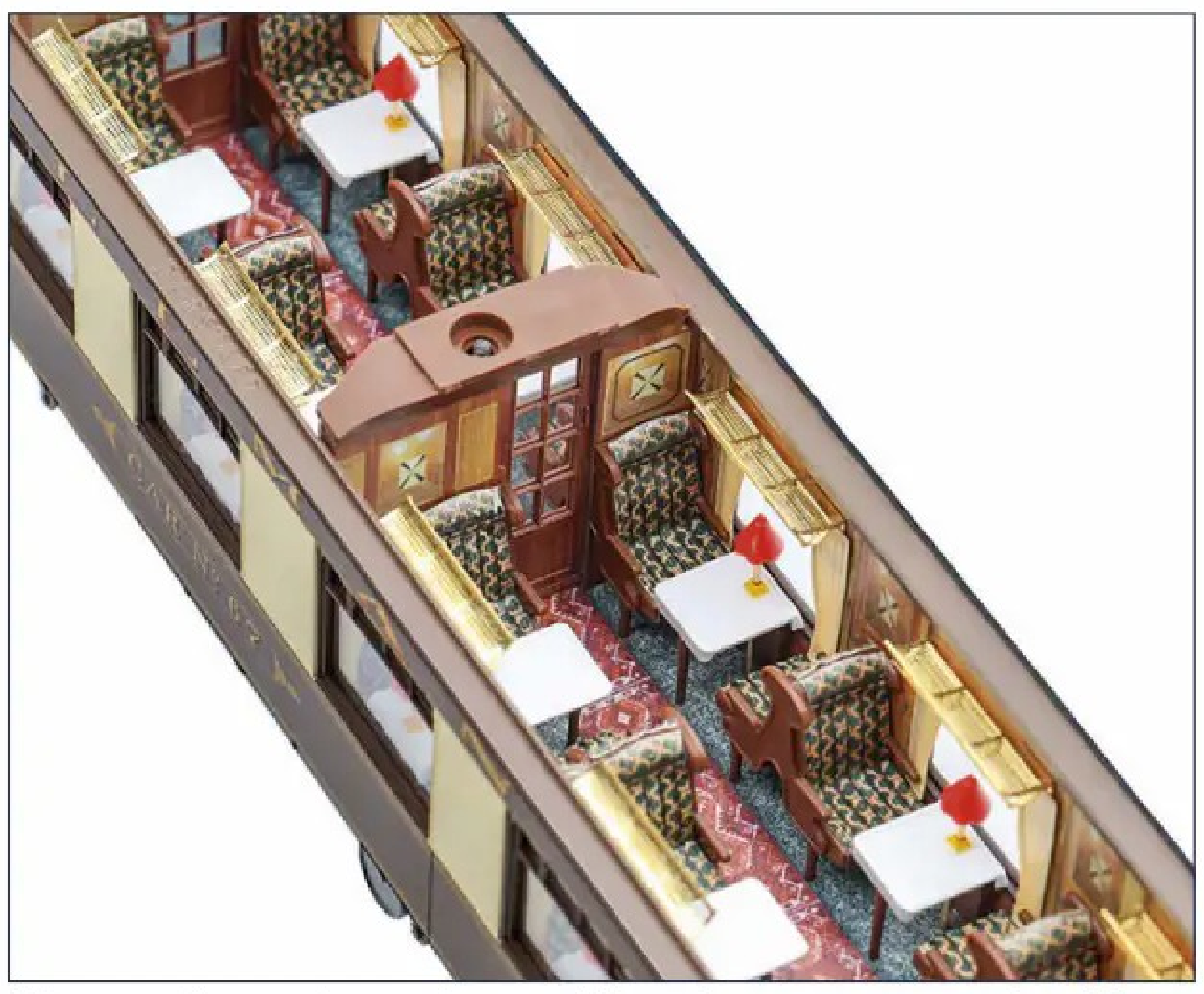
Andy York



Exclusively available from Ellis Clark Trains, we have been able to cast our eyes upon probably the finest RTR coach model on the UK market. The steel-panelled K-Type cars (Pullman vehicles were never referred to as coaches) date from 1928, initially for the Queen of Scots service, but subsequent cars were used on other services such as the Bournemouth Belle, Ocean Liner trains to Southampton and the Yorkshire and Harrogate Pullmans. A total of 33 cars were built, with Darstaed producing six differently-named Kitchen First vehicles, seven Parlour Firsts, five differently-numbered Kitchen Thirds, three Parlour Thirds and four Brake Third cars. Each vehicle type is also available unnamed or numbered, plus two named Parlour Thirds that acquired their names in preservation on the Keighley and Worth Valley Railway. They may also be purchased in pack form of multiple cars as sets for the Queen of Scots, Bournemouth Belle, Ocean Liner and Yorkshire Pullman.

The immediate impression of museum-quality is matched by the feel with the model's diecast chassis and brass sides demonstrating solidity, weighing in one kilo. The brass sides with moulded window frames featuring flat glazing for the windows give a true flush-glazing appearance without any prismatic distortion, which happens as a result of moulded glazing components. The colour tones and density are excellent, with superb decoration with fine lining, crests and name/number cartouches down to the finest of print, with the Pullman plate above the steps into the vestibules. The roof is finished in dark grey, a colour I'm happier to see than works-fresh white, which didn't last in service, with a substantial amount of rivet and vent detailing. The end sections are moulded with separately-fitted brass handrails and piping extending to the roof. A working metal knuckle coupling is fitted, and the models are delivered with the buffers retracted to their fixed position as would be the case when coupled with knuckles, but they can be released into an extended sprung form when appropriate. Vacuum and steam pipes are included in the accessory pack for fitting.

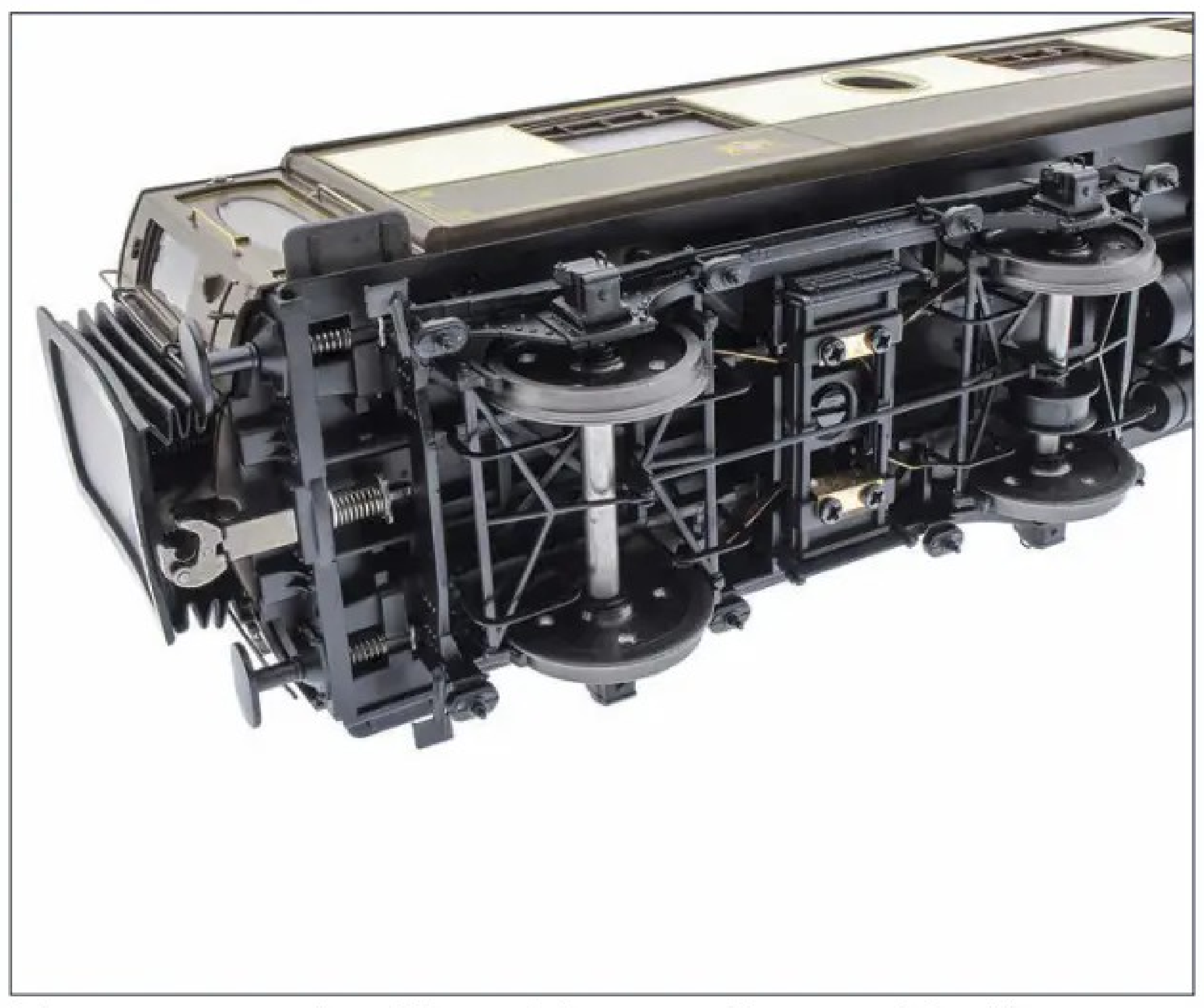
The warm glow of the interior lights reveals glimpses of the sumptuous interior. An astounding level of detail!



The roof can be released by six screws and, with the light bar removed, the scope of the detail can be revealed.

THE TEES - TYNE PULLMAN
L L M
CAR Nº 77

Name boards for the services can be purchased separately but will require gluing to the mounting points.



The sprung steel knuckle coupling and buffers can be seen below with exceptionally fine but robust braking mechanisms beneath the bogie.

PULLMAN
EVADNE

The table lamps draw the eye inside to an astounding level of detail, much of which is evident when the models are lit in operation. Inside, we have glazed internal doors, representations of carpet, wood panelling with marquetry panels, seats with appropriate moquette fabrics, tables with moulded tablecloths, working LED table lamps and brass luggage racks over the seating. Nothing short of superb! The detailing pack even includes self-adhesive stickers for table place settings.

Beneath the model, the battery boxes and equipment are all separately-fitted and the bogies are a delight, especially when inspecting the braking mechanism elements with wiper contacts to the back of the wheels for the working lights, which can be isolated by a small switch beneath the bogies. The soft concertina connectors bring the gangways together while still being capable of handling second radius curves.

Single cars are priced at £399, but there are discounts for multiple purchases and train packs. Name boards for each car are also available at £3 per pair for the following trains; Queen of Scots, Bournemouth Belle, Yorkshire Pullman, Torquay Pullman, South Wales Pullman and Tees-Tyne Pullman.

The Darstaed name has traditionally been associated with coarse-scale O gauge, but these models are as distant from that approach as can be contemplated; they are peerless in the RTR market.

FACTFILE

Models:

Individual coaches

Kitchen Firsts – *Nilar, Thelma, Phyllis, Loraine, Ione, Evadne* & unnumbered

Kitchen Thirds – Cars No. 67, 69, 70, 71, 81 & unnumbered

Parlour Firsts – *Agatha, Sheila, Eunice, Ursula, Lucille, Juana, Zena* & unnumbered

Parlour Thirds – *Mary, Ann* Cars No 73,75, 83 & unnumbered

Brake Thirds - Cars No. 77, 78, 789, 80 & unnumbered

Coach Packs

Bournemouth Belle 1966

Pack A & B

Ocean Liner Set 1 & 2

Queen of Scots Set 1 & 1957

Yorkshire Pullman

Keighley & Worth Valley preservation pack

Era: 1928 - preservation

Construction: Diecast chassis, brass sides and plastic parts.

Weight: 1000g

Minimum curves: Radius 2 (1028mm)

Accessory pack: Gangway end covers, steam and vacuum pipes, table decoration transfers.

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- ✓ Decoration down to the smallest of details
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Rubberised gangway connectors bring the cars together without any gap when the knuckle couplers are connected. The buffers are shown in the correct retracted position.

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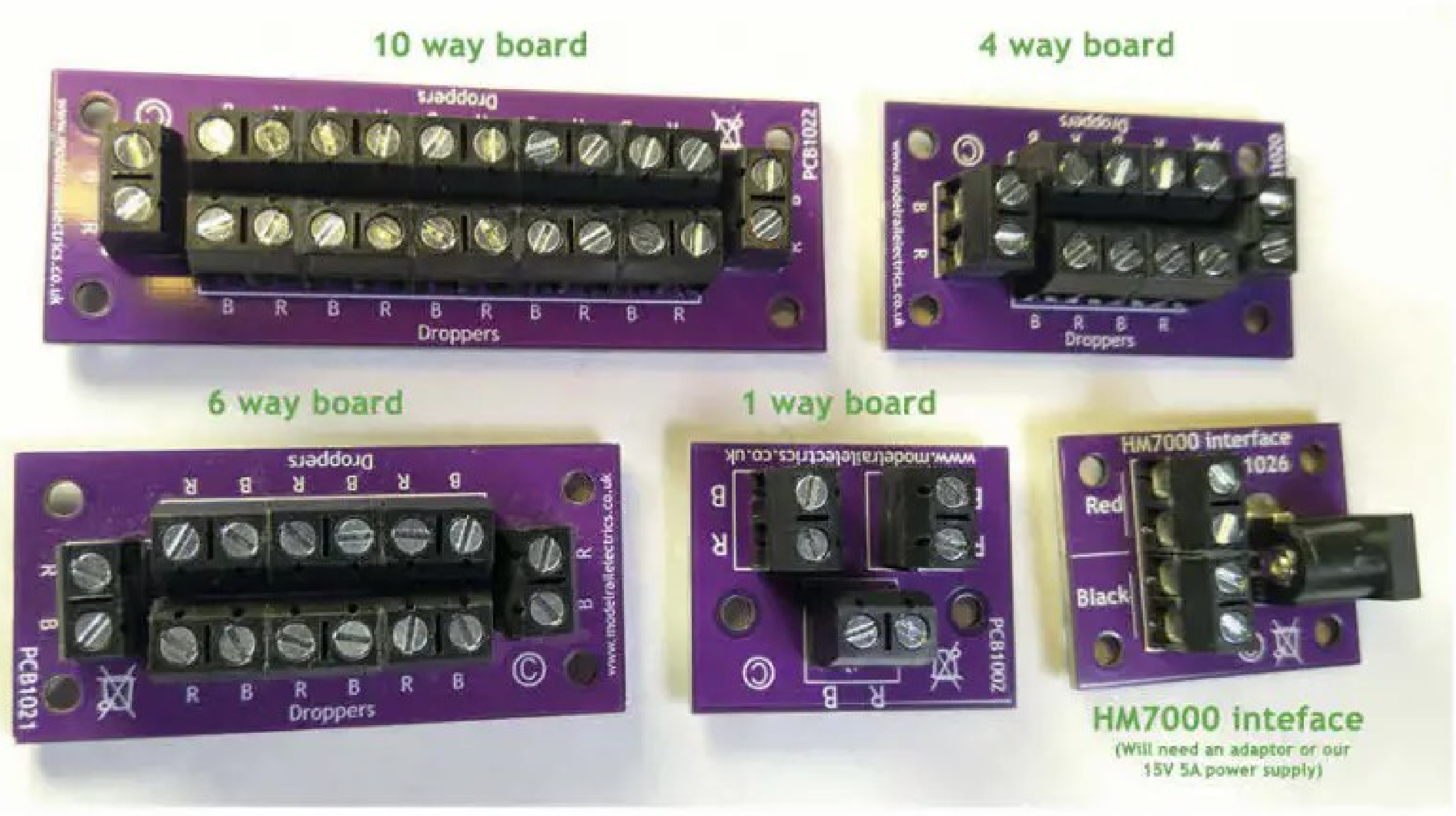

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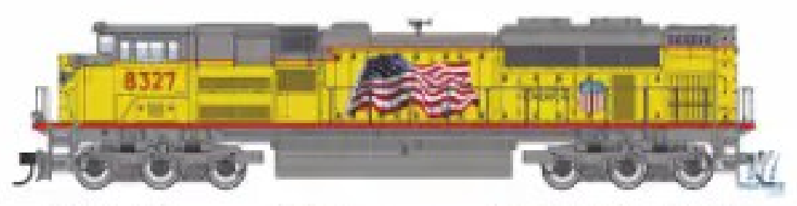

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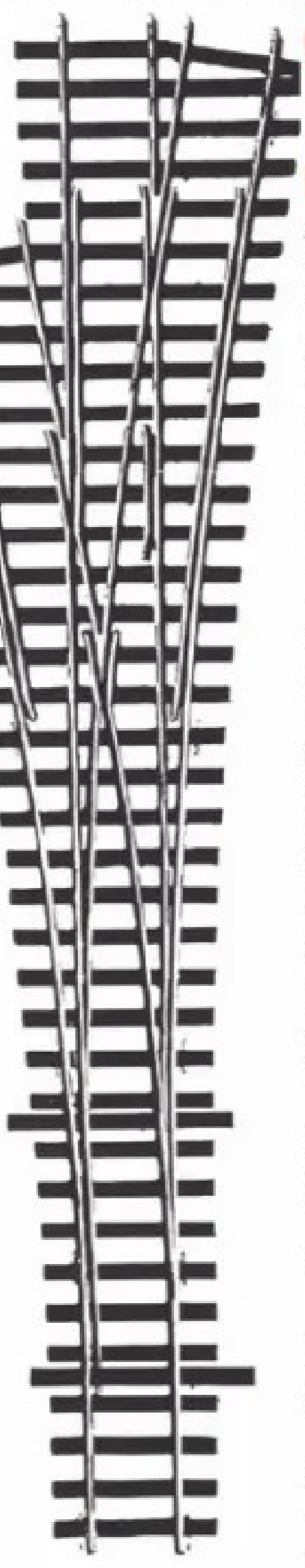

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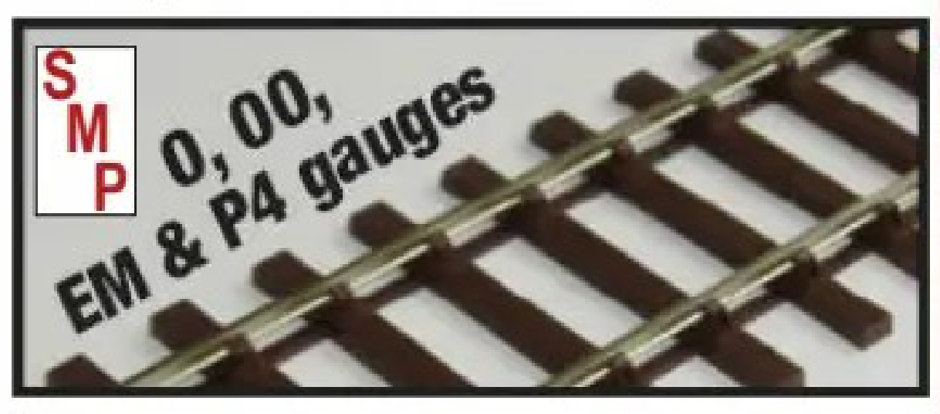

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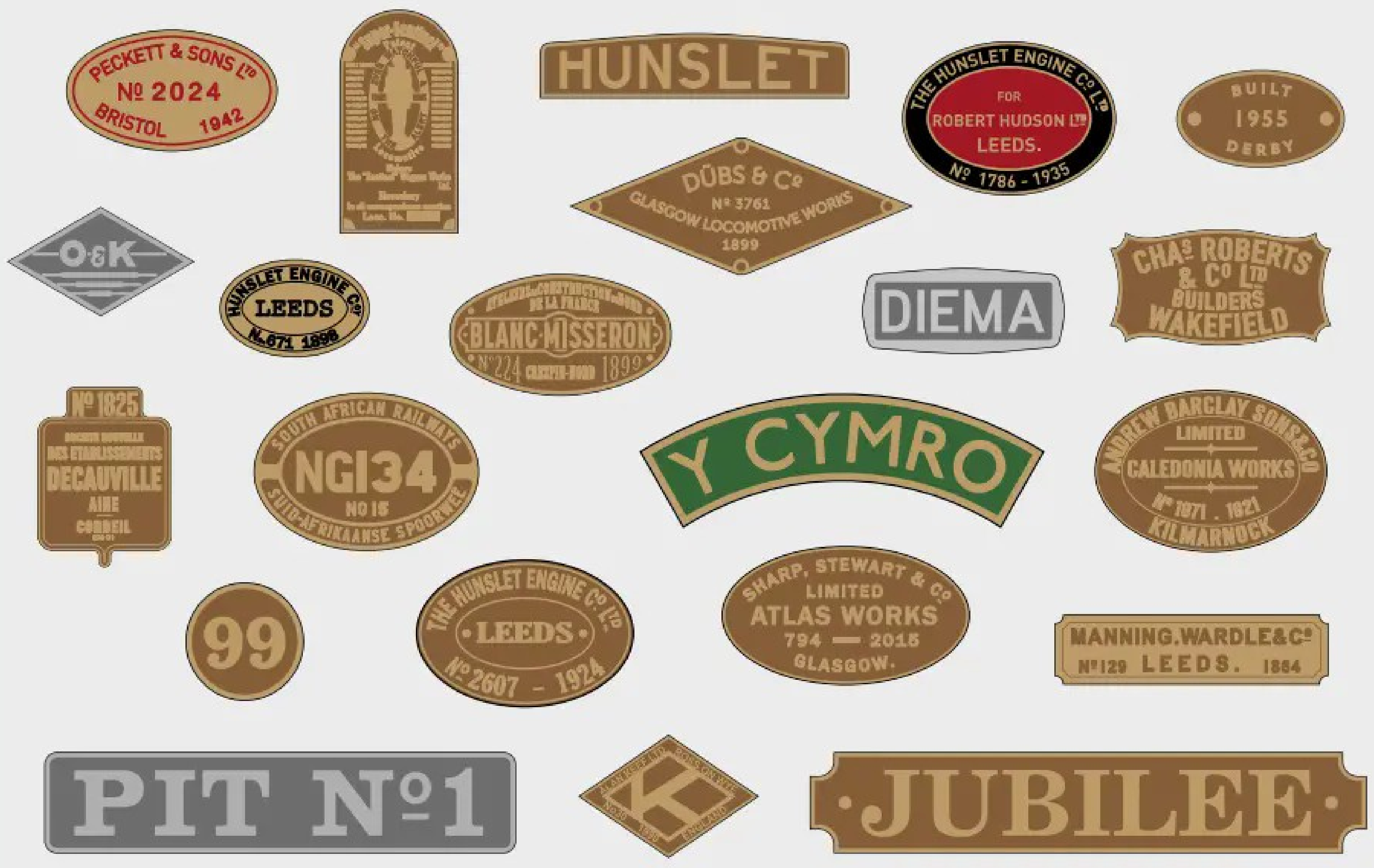

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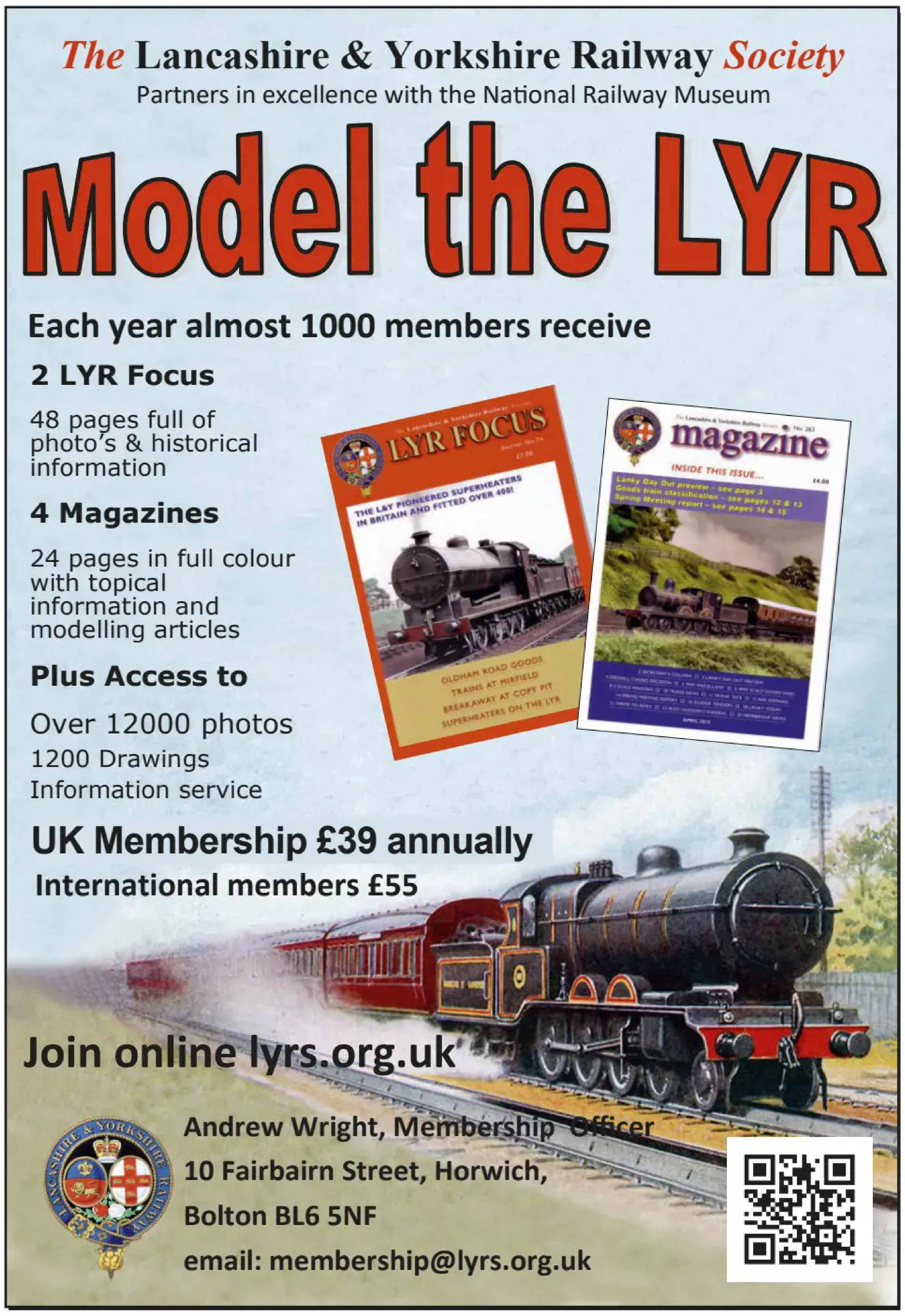

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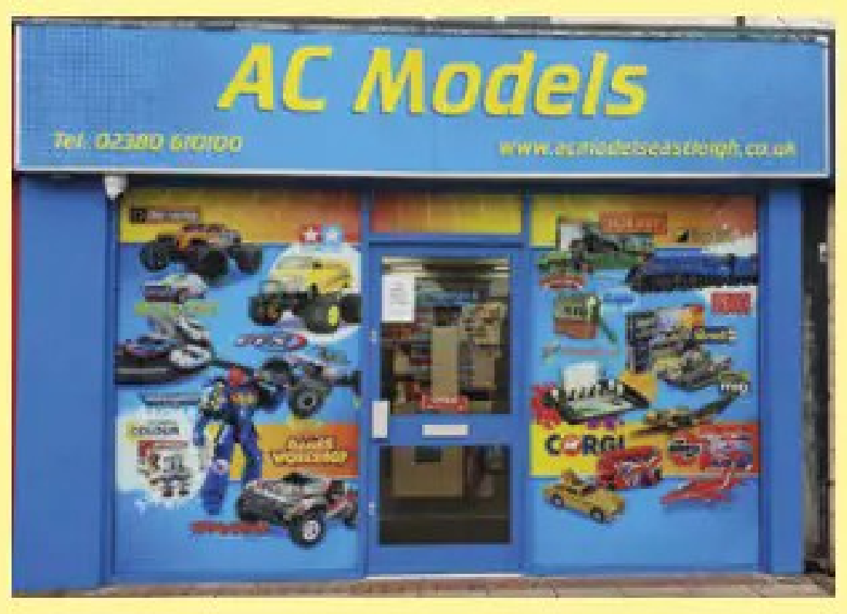

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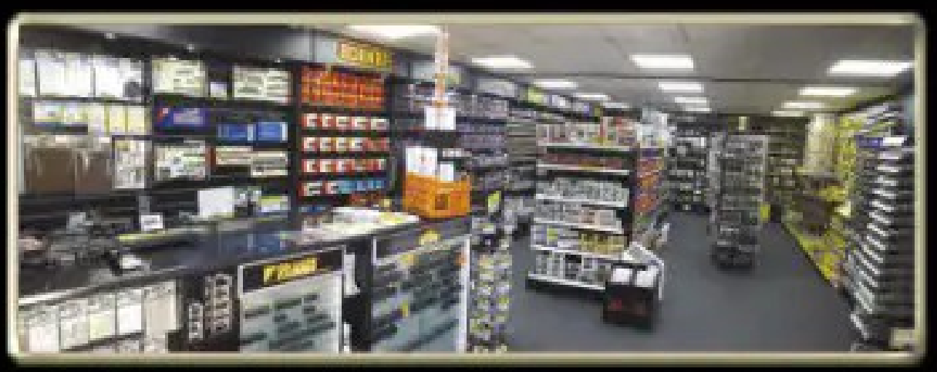

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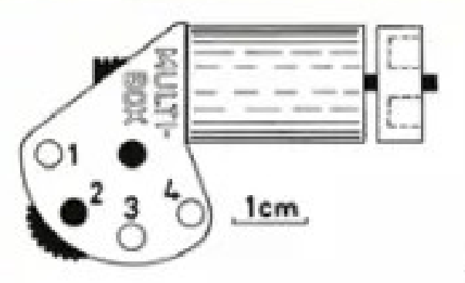

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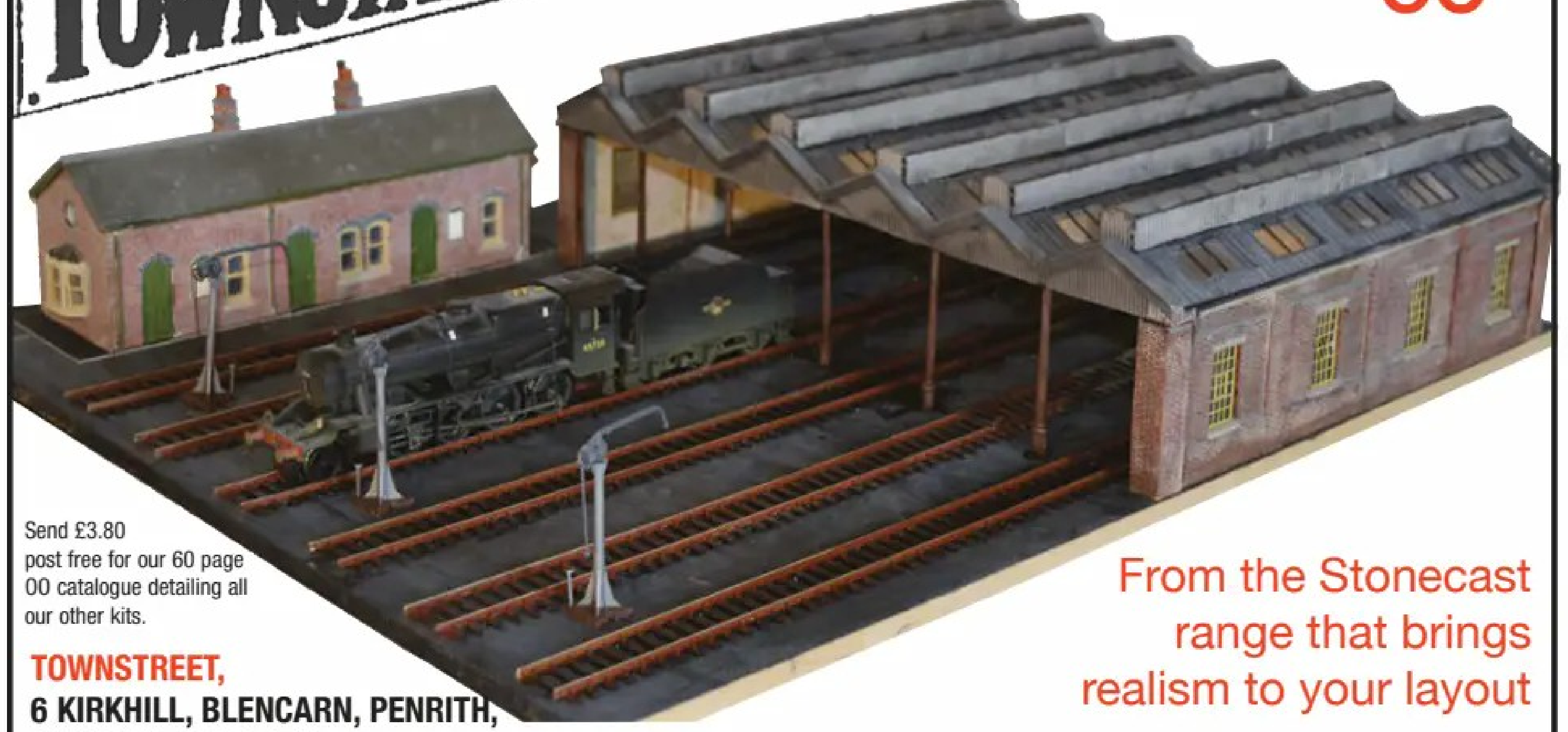

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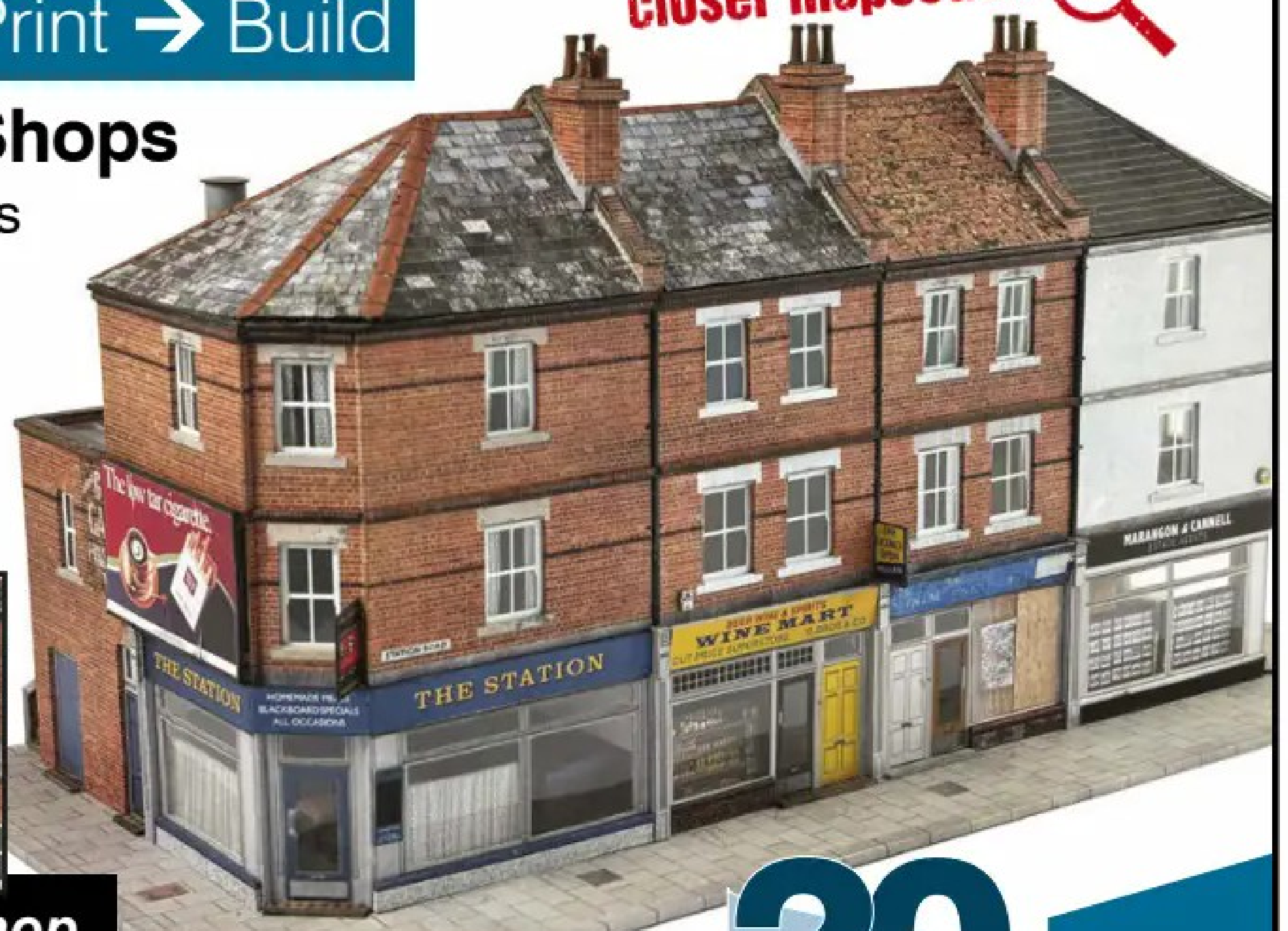

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A few dates for your diary

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The BRM team pictured at The London Festival of Railway Modelling in 2024.

We're busy gearing up for yet more shows – Doncaster flew by this month, and we're looking forward to Alexandra Palace on the 15th and 16th of March and finally Bristol on May 2nd to 4th. Some of the team will also be heading over the border for Glasgow later in February, and Phil says we mustn't forget the National Garden Railway show on April 12th.

Quite a full calendar, but why do we do it? Why does anyone go to shows?

Firstly, because they are fun, can there be any better way to spend the day than wandering around looking at layouts, with perhaps a little retail therapy?

PRIMO MODELS

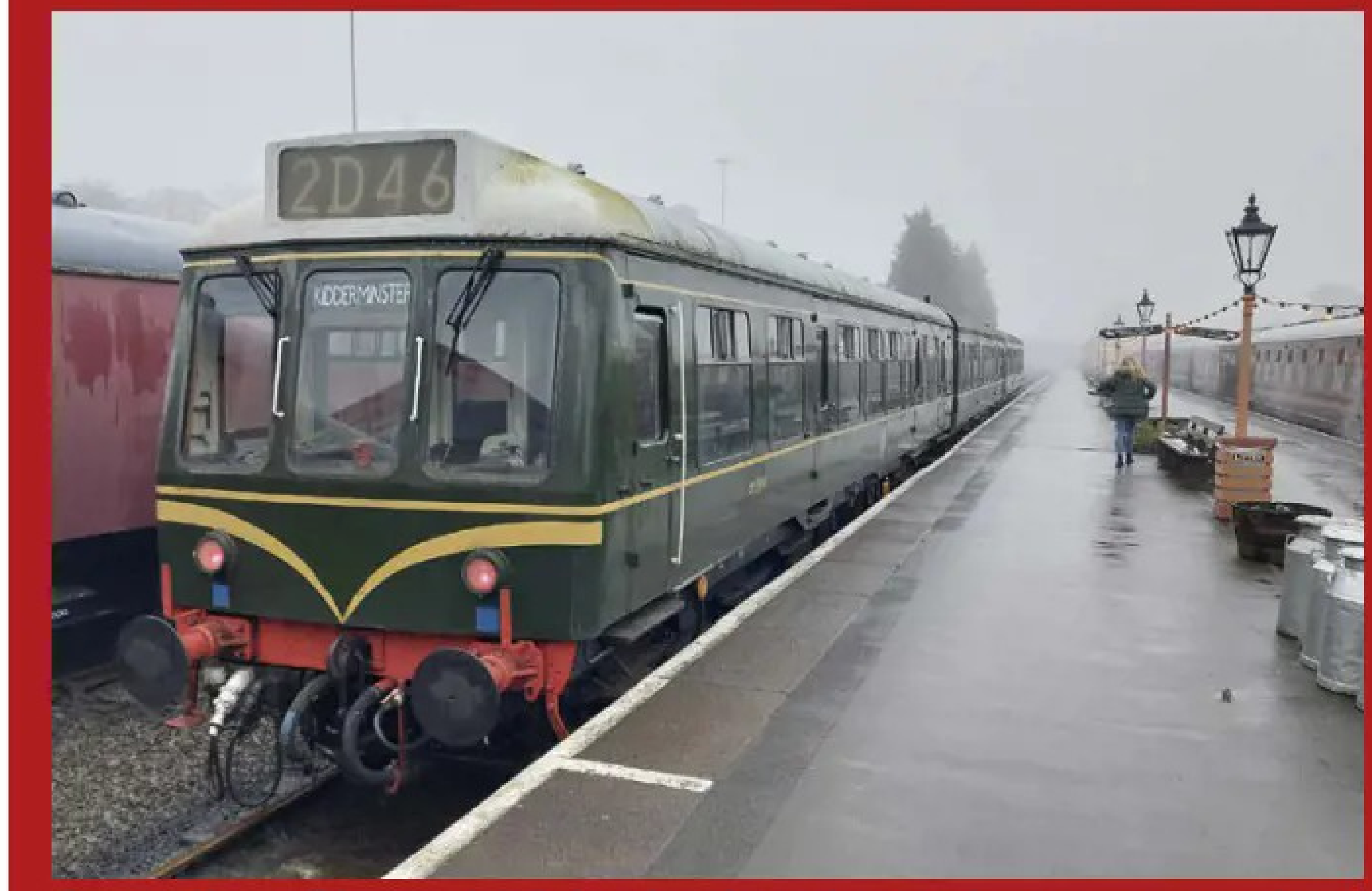
Michael Kmiec shows us some of the Primo Models trees at the National Festival of Railway Modelling.

Let's dig deeper, though. Shows are a terrific social experience – all the better because we have one common topic of conversation. If you see something you like on a layout, ask the operators about it. You can be sure that one of them will be only too happy to chat about the model, because they built it!

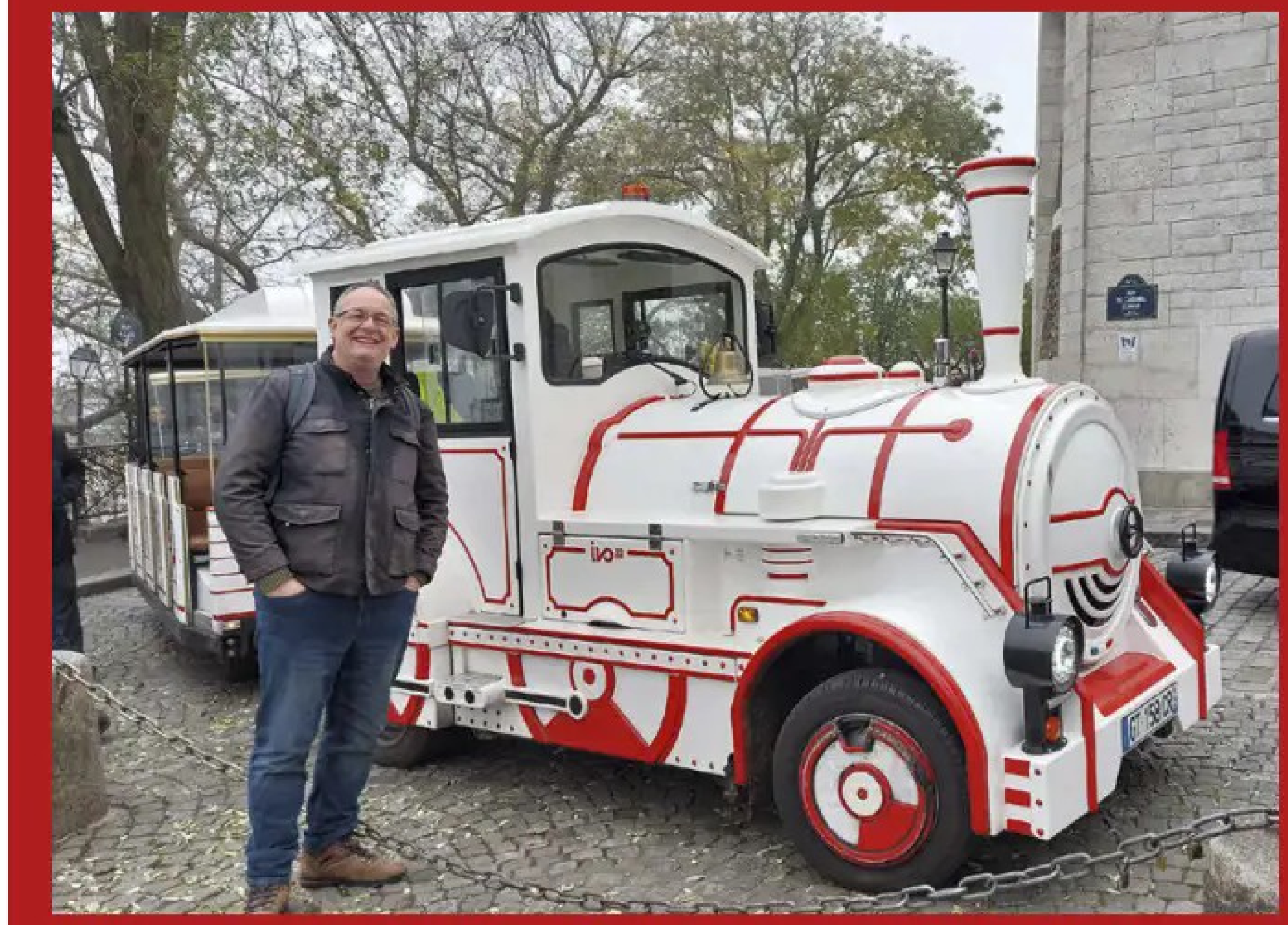
Don't forget the trade either, especially those cottage industry manufacturers. You'll notice that Phil has used some Primo Models on his layout build in this issue. They aren't the cheapest, but a long chat with Michael from the firm, and an explanation of how each one is made, plus the quality of the product, make them an easy purchase decision.

Don't forget, at all the shows listed above, the team from your favourite magazine will be on the stand, and we love to chat, so please do come and say hello!

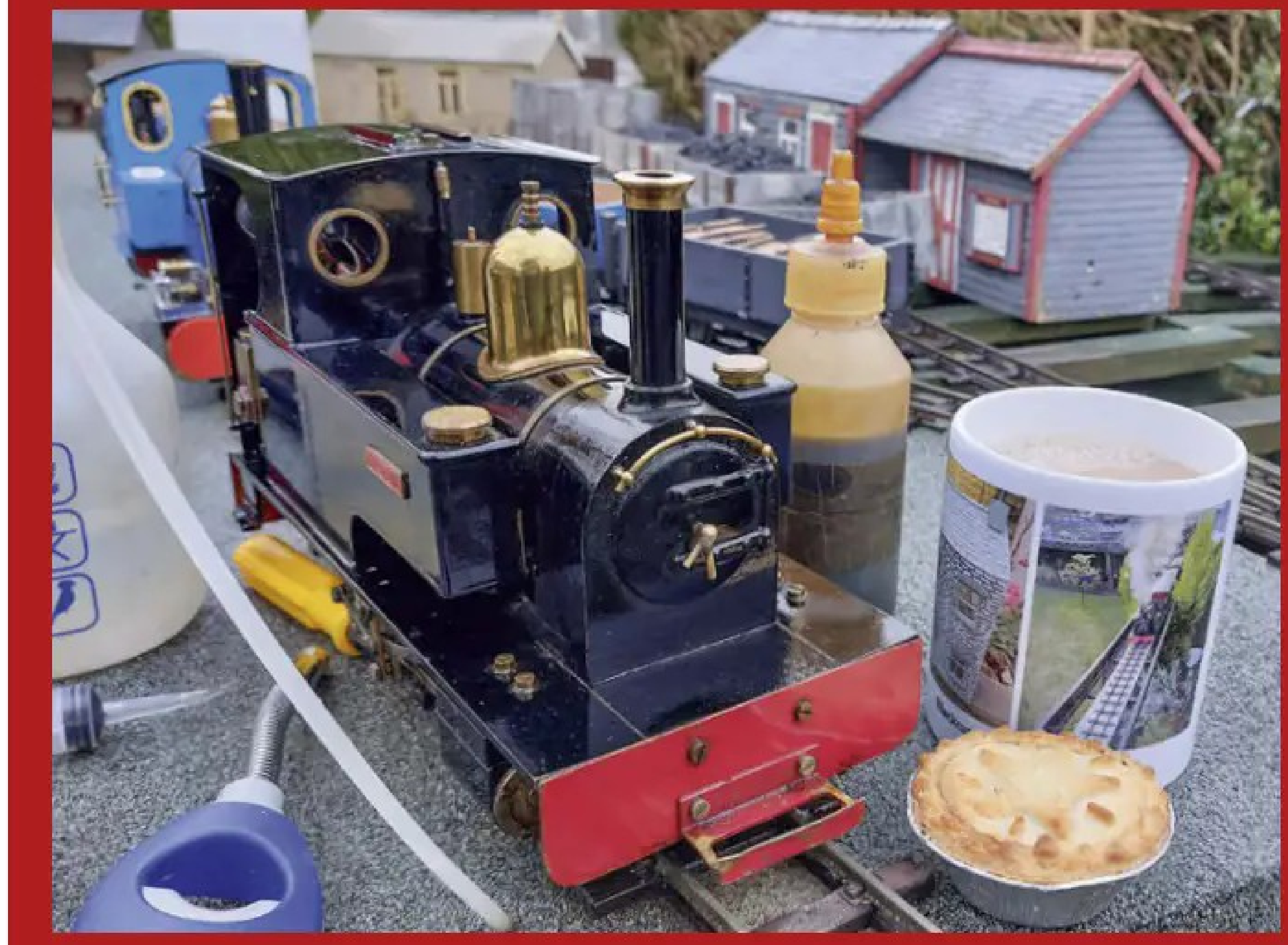
This month in pictures...



A rattling Class 108 looks lovely and atmospheric on a foggy Severn Valley Railway.



Phil struggles to identify the class of this Paris locomotive.



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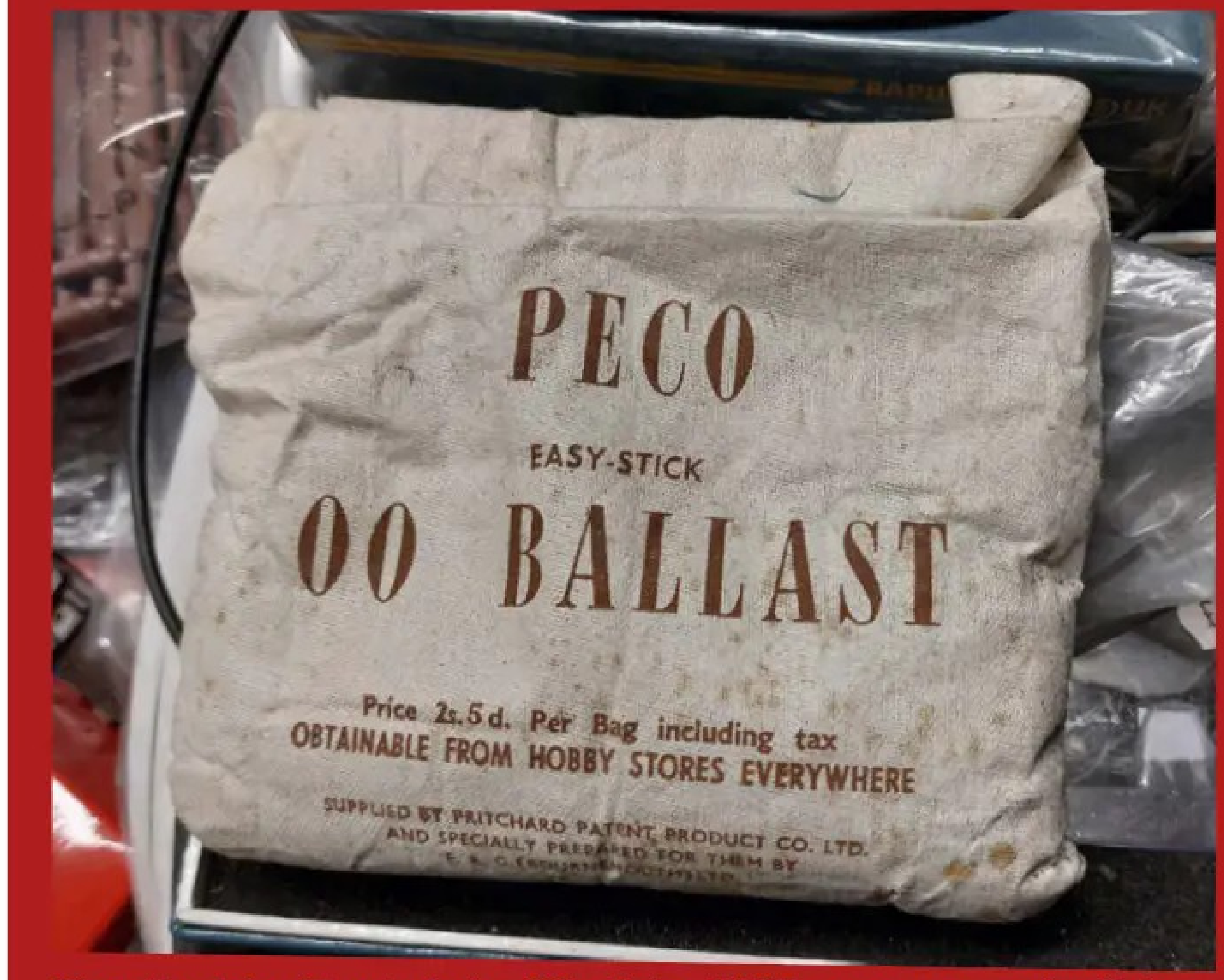
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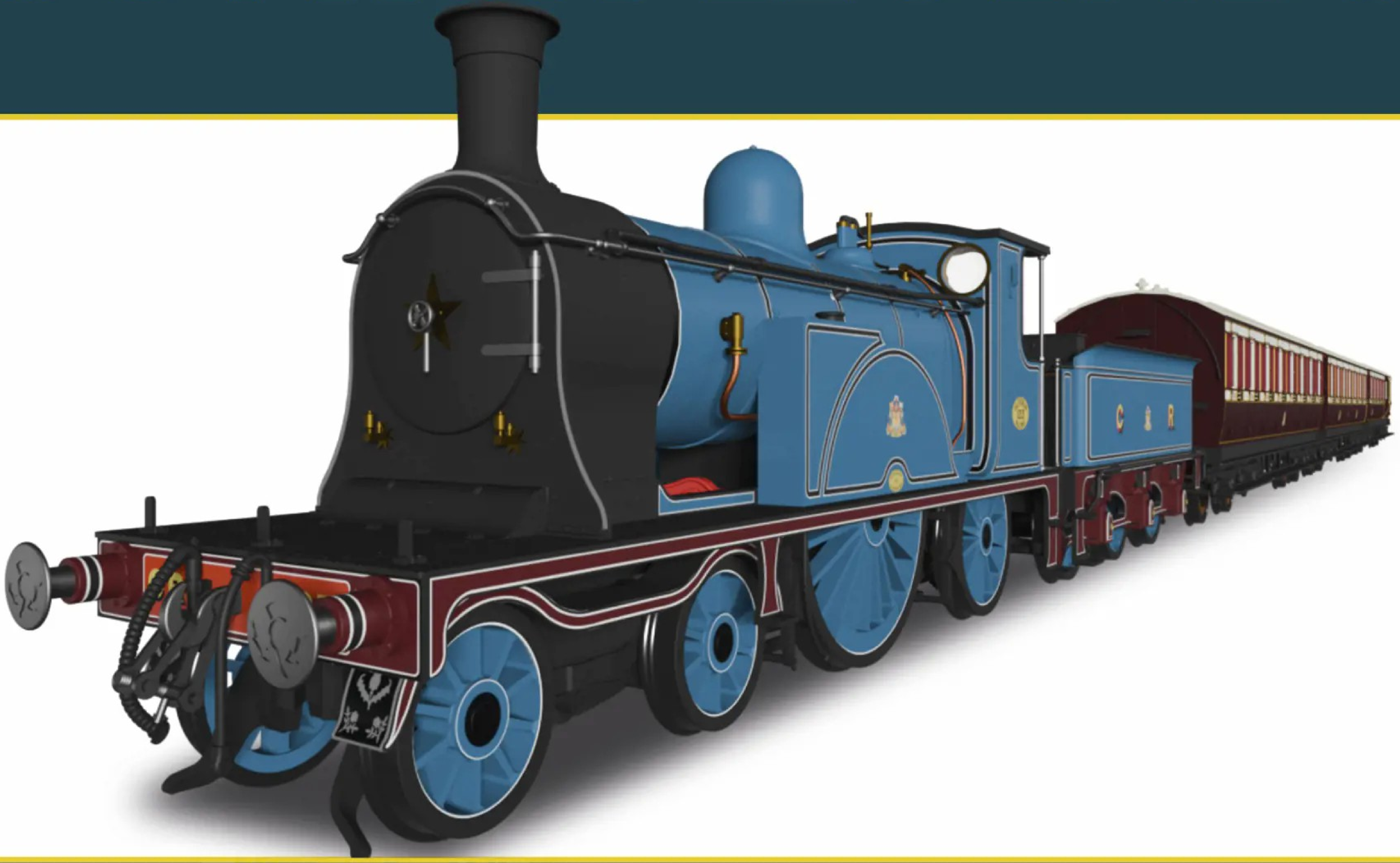

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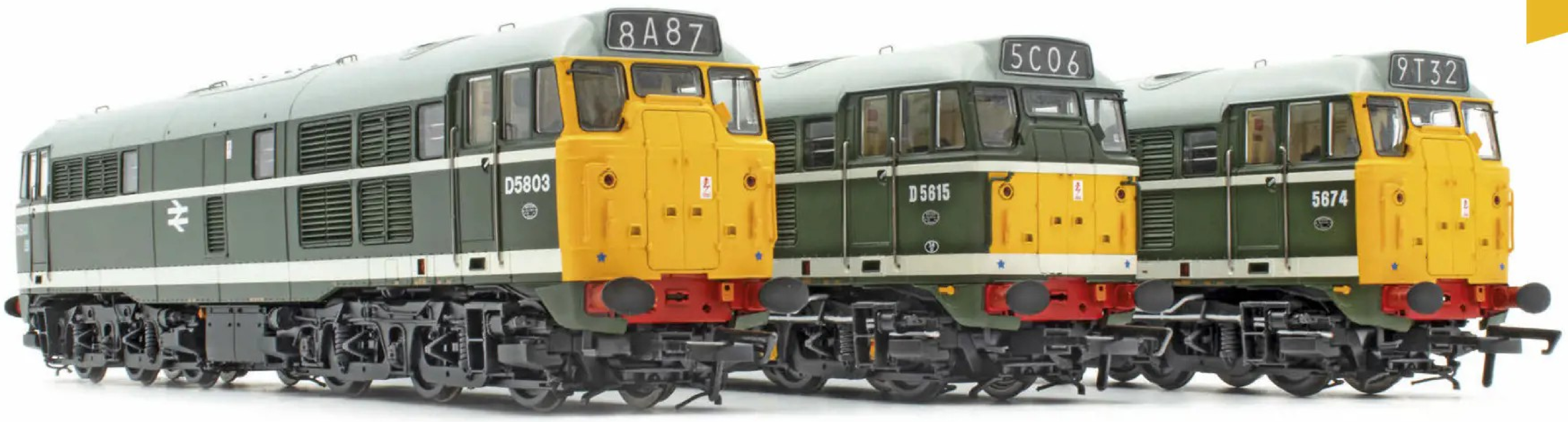

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